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Hongkong Daily Press.

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Hongkong, 7th October, 1904.

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Hongkong, 20th October, 1904.

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Only communications relating to the news columns should be addressed to **THE EDITOR**. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of **DAILY PRESS** should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: **Press, Codes: A.B.C. 5th Ed. Liberty's**. P.O. Box, 85, Telephone No. 12.

MARRIAGES.
On the 8th October, at Colombo, **EDMUND SCOTT RUSSELL**, of Richmond, Surrey, to **EMILY KATE RILEY**, daughter of the late **RICHARD** and **ELIZABETH RILEY**, of Liverpool and Singapore.
On the 8th October, at Singapore, **CONSTANCE EVELL**, second daughter of Mr. and Mrs. J. BRUCE ROBERTSON, to **GILLES BENNETT**, Netherlands Trading Society.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 20th, 1904.

We trust it may be said, though we have no assurance on the point, that the "ge conspiracy" which it was alleged at the last Criminal Sessions existed with the object of kidnapping ignorant coolies for shipment abroad from this Colony does not exist now. We may at least hope that the revelations made in the Supreme Court on the occasion referred to have led to greater vigilance on the part of the authorities who are charged under the Emigration Convention with the duty of protecting the ignorant coolie from deception and fraud, and consequently from the rapacity of unscrupulous recruiting agents. We observe that the evidence given in the case which raises this general question forms the text of a trenchant leader in the *Kobe Chronicle*, with the greater part of which we are in complete accord. But when our contemporary, proceeding from the particular to the general, says that the case in question shows conclusively that, despite all safeguards, coolie traffic from China is always likely to be accompanied by kidnapping and to end in slavery, we dissent. "The Hongkong Emigrants Ordinance," our contemporary remarks, "is a measure which was devised with the object of protecting the coolie and preventing such scandals as were associated with the traffic in Macao; yet we find that in the Colony itself, and

"under the very nose of the officials appointed to guard against the unwilling shipment of coolies to the plantations and mines, kidnapping has apparently been flourishing for years, the abductors batten on the ignorance of the coolies. It is not to be expected that any different result will follow from the system which is disguised by the name of indentured labour." The way to stop this kidnapping traffic is simple enough. The Emigration regulations include a stipulation that the Emigration Officer shall in no case give his certificate until he shall have mustered the passengers and have ascertained to the best of his power that they understand whether they are going, and in case they shall have made any contracts of service that they comprehend the nature thereof. This regulation ought to afford the necessary protection to the coolie, but from the statements made in the Supreme Court, it appeared that it often happens that the actual coolies who are sent abroad are not brought before the officials, the places of these "emigrants" being taken by long strings of men, accomplices of the boarding masters, who personate the labourers supposed to be seeking work in the South. If that be the case, the obvious remedy is to have the emigrants muster on the ship. We do not think there can be the remotest possibility of this kind of fraud being perpetrated in the shipment of indentured labour to South Africa, so admirable and complete are the arrangements, and we are far from thinking that if Hongkong is the centre of a kidnapping traffic of this nature now to other places abroad it must necessarily continue to be so for ever. When such abuses are brought to light it is the duty of the Government to see that measures are adopted which will effectually prevent their repetition, and though we are informed as to what action, if any, has been taken in this matter as a result of the revelations in the Supreme Court, we should be greatly surprised to learn that the shipment of coolies to places abroad without their full consent and comprehension of the nature of their service is still possible in the Colony.

Our correspondent "Victim" called attention, in our issue of the 10th inst., to a matter that well deserves the attention of the Government. We allude to the charges made by wharf and street coolies for carrying merchandise and burdens. These coolies are, at present, so far as their charges go and their behaviour is concerned, a law unto themselves. They have latterly taken to make charges entirely out of all proportion to the work they undertake, and if their terms are not agreed to they make a noise, become troublesome and insolent, and presently go away and render it impossible for their would-be employers to obtain coolie labour at any price. There used to be a scale of hire for street coolies, and as it has never been revoked, it is still published in the "Directory," but it is expressly stated in a footnote that "nothing in the above scale is to affect private agreements," and, as a matter of fact, the rates laid down are seldom if ever accepted. What is required is that the carrying coolies should be registered just as cargo-boats, jinrickshas and chair coolies are registered, and that they should be furnished with a number and a copy of the tariff, to which they would have to adhere. There is no reason why these carrying coolies should not come under the same regulations as other coolies, and it would put an end to an ever-recurring trouble, which is felt not only by new arrivals but by all engaged in business, including even the compradors, who frequently complain of the difficulty of dealing with the clamorous carrier. We fail to see any reason why the carrying coolies should not be registered and licensed, and we hope that this suggestion will meet with prompt attention at the hands of the Government, who would recoup the cost of registration by the fee charged for the licence.

The ordinary yearly meeting of the Union Insurance Society of Canton takes place to-day at No. 1, Queen's Buildings, at noon.

On Tuesday evening Zetland Lodge (525 E.C.) and St. John's Lodge (618 S.C.) paid official visits to Eastern Scotia Lodge, at Kowloon.

Lady Noel and Miss Noel are coming out to the East. They were to leave London by the P. & O. steamer *Victoria* on the 28th ult., their passages being booked to Hongkong.

In yesterday's issue the name of the new barrister who was formally admitted to the local bar on Tuesday was wrongly spelt. It was Mr. H. G. Calthrop who was introduced.

At the beginning of the month the Chinese and Indian constables were all given a shift around. Since then there have been two cases of rogues impersonating constables.

In the six-side football matches yesterday evening at the Happy Valley, Williams' team best Knyvet's by three goals to nil.

Harmston's Circus have announced that they will give a benefit performance at Shanghai on behalf of the funds of the Navy League on Friday, 28th inst.

A short time ago the Colombo Municipality was short of hands, and in consequence four vacancies were advertised. There were 350 applicants for these four posts in one day. The salary allotted for these posts is £37.50 a month.

The Berlin representative of the *Times*, writing on the 14th ult., says it was being stated in various quarters that fresh sales of ocean-going steamers were being negotiated between the Hamburg-American line and agents of the Russian Government.

It is announced in the *London Gazette* that the King has been pleased to appoint Mr. Frederick S. A. Bourne (Assistant Judge of His Majesty's Supreme Court for China and Corea), to be also Judge of His Majesty's High Court of Weihaiwei.

The contributions offered by Japanese subjects towards the Government war funds from the outbreak of hostilities in February up to the end of August were estimated at yen 1,044,190, of which yen 1,119,221 has already been paid to the authorities.

An extraordinary general meeting of the Manilla Railway Company (Limited) was held on 9th ult. at Winchester House, London, Mr. C. J. Cater Scott presiding, when the resolution increasing the capital of the company passed at the recent meeting was confirmed.

The reason given in a Home paper for the resignation of the Bishopric of Corea by Dr. Corfe is "inability to learn the language." On this the *Globe* says:—"It is consoling to know that even a man on the spot has some difficulty in pronouncing the names in the Far East."

The Sanyo Railway Company will convene a general meeting of shareholders at the Kobe Chamber of Commerce on the 28th October to make a final decision respecting the purchase of the Sanuki Railway for 1,600,000 yen. The Sanuki Railway Company will also hold a general meeting at Osaka on the same date.

A remarkable coaling feat was accomplished recently by the cruiser *Grafton*, flagship of the Pacific Station, at Esquimalt. Her crew, using shallow baskets only, put on board 600 tons of coal at an average of nearly 195 tons an hour. Two years ago the ship's best performance was 80 tons an hour. She is now believed to have established a world's record for a vessel of her size sailing in similar conditions.

The Manchester Chamber of Commerce in a letter to the Foreign Office last month expressed a hope that in view of the importance to Manchester of the subject of trade marks regulations for China, no conclusive arrangements would be made until the Chambers of Commerce had been given an opportunity of expressing an opinion on matters of detail. It should be noted that the regulations which are to come into force on the 23rd inst. are only "Experimental Regulations" which are subject to revision when circumstances prove the necessity thereof.

Japanese in London, and many Japanese blue-jackets, remarks a London contemporary, have lost a good friend by the death of Miss Margaret McLean, which took place on the 13th ult. It will be remembered the Emperor of Japan awarded her last year the Imperial Order of the Crown. This distinction had not been previously conferred on a European lady, and was the Mikado's expression of gratitude to Miss McLean for her philanthropic work among Japanese sailors and men-of-war's men. Thirty years ago Miss McLean went to the Far East, and spent nine years there. At the Japanese Christian Institute, Albert Docks, she wielded remarkable influence over the Japanese sailors, who looked on the institute as a home.

The Hamburg-American Steamship Company confirms the statement that the Emperor, as a renewed expression of his warm interest in the German mercantile marine, has, in compliance with the request of Herr Ballin, the manager of the company, allowed his naval aide-de-camp, Captain von Gramme, to join the managing board of the Hamburg-American line. It is anticipated that Captain Gramme, who is the son-in-law of the Free Conservative Deputy and great industrialist Count Douglas, will retire from the active service of the navy, but he will doubtless retain the designation and the rank of aide-de-camp to the Emperor, thereby drawing closer the ties which unite the State and its supreme head with the German Transatlantic shipping interest.

Before Mr. Gervais introduced the question of a British-Canadian consular service to the Parliament of Canada (says the *L. & C. Express*) a different solution of the same problem had occurred to a Canadian in Japan. The Rev. R. C. Armstrong, of Ottawa, now doing mission work in Japan for the Epworth League of the Methodist Church of the Galt and Waterloo, Ontario, districts, writes to friends that Canada produces much that Japan needs, but ought to be directly represented officially. He thinks a Canadian secretary should be appointed to the British Legation, and to every British Legation, whose duty it would be to look specially after Canadian interests. Mr. Gervais in Canada and the Rev. R. C. Armstrong in Japan both voice the same general idea that Canadian interests can never be looked after properly by British officials who are entirely ignorant of Canada's productions and interests.

Considerable orders for Manchester goods for China for delivery into next year have been recently placed, though the orders have slackened of late. It is noted also that from the United States the same demand is reported. *Dun's Review* says during the last five months scarcely a week has gone by without some business with China being accomplished. The size of individual orders has not been large, but the number of them has been considerable, and the result has been the clearing up of several lines of stock which have been an incubus on the general market. The demand covers a variety of goods from four-yard sheetings, and even lighter, to standards in drills and sheetings. Deliveries specified are not very far ahead, but orders have been looked on four-yard sheeting extending into next year, and on 3.50-yard 64 by 68 sheetings for fairly late delivery. Once Manchuria is again opened for trading purposes, it is expected that the demand for heavy goods, which has been shut off, will recommence.

SAMPAN PASSENGERS IN PERIL.

A rather serious accident occurred in the harbour shortly after sunset on Tuesday evening, when a steam launch collided with a sampan which was conveying several European passengers from the steamship *Kwang Sang* to the wharf. There were seven people on the sampan, including two children, one of whom was only a few months old. The sampan was under sail at the time, and although the steam launch was seen approaching it was thought the danger of a collision would be avoided by the steersman of the launch. Unfortunately the launch held on its way and struck the sampan sideways. The sampan capsized, and all the occupants were thrown into the water. Fears were entertained that the children would be drowned, but the European passengers pluckily swam to their rescue and held them until the launch picked them up. The Europeans returned to the *Kwang Sang* for a change of raiment little the worse for their ducking. One of the passengers, however, lost a pocket book containing a considerable sum of money, besides his ticket to Shanghai, whence he was proceeding. It is understood that the matter has been reported to the Harbour Master.

A CONSERVANCY NUISANCE.

Of late the conservancy contractor's dust-bait men have been committing few if any nuisances by throwing rubbish into the Harbour. The many prosecutions, resulting in heavy fines had a healthy effect, and now an Indian watch man is employed at Gai Drinker's Bay to see that the boatmen deposit the rubbish at the ash heap. It is noticeable, though, that the boatmen are in the habit of picking verminous rags, dirty matting, old tin cans, and other refuse from the rubbish, and bringing them back to Hongkong—the very things likely to carry plague germs.

LEGISLATIVE COUNCIL.

A meeting of the Council takes place to-day at 3 p.m. The business on the paper is the consideration of Financial Minutes (Nos. 51 and 52), and the orders of the day comprise the first reading of the following Bills: an ordinance to give effect to Article VII of the Brussels Sugar Convention, 1902; an ordinance to amend the Imbecile Persons Introduction Ordinance, 1903; an ordinance to enable the trustees of Saint John's Cathedral Church in Hongkong to hold and deal with property for the purpose of promoting the work of the Church of England in Hongkong and China. The second reading of the Bill entitled the Chinese Emigration (Amendment) Ordinance, 1904, will also be taken.

MASONIC QUADRILLE CLUB.

A general meeting of members of the Masonic Quadrille Club was held at the Masonic Hall banqueting room last evening. The following members were elected to fill the various offices: Wor. Bro. H. W. Wolfe (president), Bro. A. P. Goodwin (hon. secretary), Bro. W. H. E. Smith (hon. treasurer), and Bros. Stokes, Sammers, Swaby, Bousa, Setna and Tucker (general committee). The first dance of the season will be held on the 7th of November, commencing at 9 p.m., and finishing 1 a.m. Tickets for admission will be \$5 for the months of November, December and January; the other half season will be the ensuing three months. Non-masons are not eligible for membership, nor can they be invited to the dances as guests.

SHARP METHODS WITH OPIUM SMUGGLERS.

Victor Blaine, a Frenchman, and boatswain of the French mail steamer *La Seyne*, was charged at Singapore on the 12th inst. with importing and possessing illicit chandu worth \$180. He admitted possession, saying he had got it on board the French mail steamer *Austratien*. The chandu was in two skins bound round his waist. A Revenue officer of 25 years' experience said the stuff was brought from Hongkong. Accused alleged that he got the chandu from two Chinamen. In answer to a question by the Court he said he did not know that a number of Chinese in Hongkong had formed a syndicate to smuggle chandu into neighbouring countries. After the evidence accused was convicted and fined \$1,000; in default three months' imprisonment.

Two Chinamen were afterwards charged with being in possession of illicit chandu to the value of \$1,170, which they had taken from the *Austratien*. They were convicted on evidence and each was ordered to pay a fine of \$1,000 and suffer three months' imprisonment; in default of payment an additional six months' imprisonment.

TELEGRAMS.

[REUTER'S SERVICE.]

OBITUARY.

LONDON, 17th October.

The death is announced of the Princess of the Asturias, the Haïress Presumptive to the Spanish throne, in childbirth.

THE RECENT TRAGEDY AT CANTON.

Following is the text of the finding of the Board of Enquiry, formed to investigate the drowning of a ship's compradore who was thrown into a creek by, it was alleged, American sailors—

CANTON, 17th October.

We, the undersigned, Wen Tsung-yao and Kao Erh-kien, Directors of the Bureau of Foreign Affairs; Shen Chuan-yi, Prefect of Kwang Chow Fu; Fu Yu-mai, Nam Hoi Magistrate; and F. D. Cheshire, United States Consul-General, Canton, after carefully weighing and considering the testimony adduced at the Court of Enquiry into the cause of death of the third compradore of the s.s. *Kansuk*, on the 26th day of September, 1904, have arrived at the following conclusions:

1. That the said compradore came to his death by drowning on the 26th of September, 1904, by being thrown into the creek from the Western bridge of Shameen.

2. That a great deal of the evidence is conflicting and merely hearsay, and we have not considered it of any value owing to its extrinsic weakness and its incompetency to satisfy the Court as to facts.

3. That the most direct and conclusive evidence is that of the soldiers and guards on duty at the bridge, who testified that they saw the act, and it shows that the deed was committed by sailors in American uniforms. This direct evidence must not be overlooked, and the veracity of the witnesses is presumed in the absence of proof to the contrary.

4. That there is no proof of the identity of the actual person or persons who committed the deed.

5. That in our opinion continued efforts should be made to ascertain if possible the real culprits, who, in the event of their being found, and their guilt established, should be dealt with as provided by the laws of their country.

6. That in view of the sad circumstances surrounding this case, and the many precedents of indemnity having been paid by the Chinese Government for loss of life of foreigners, American citizens included, we recommend that steps be taken to properly indemnify the family of the deceased through representation by the United States Consul-General at Canton to the United States Minister at Peking for the consideration of his Government.

WEN TSUNG-YAO, Director of the Bureau of Foreign Affairs.

KAO ERH-KIEN, Director of the Bureau of Foreign Affairs.

SHEN CHUAN-YI, Prefect of Kwang Chow Fu.

FU YU-MAI, Nam Hoi Magistrate.

F. D. CHESHIRE, American Consul-General.

CRICKET.

In the Cricket League matches yesterday, there met the Police XI and the R.A.M.C. team, and the Police came out victorious with a score of 54 against 50. Scores and bowling analysis are as follows:

POLICE.		
Edwards, c. Latter, b. Ingmore	...	55
Winter, c. Byford, b. Browning	...	8
Langley, b. Browning	...	0
Shepherd, b. Ingmore	...	0
Lander, b. Browning	...	6
Kerr, c. Byford, b. Browning	...	0
Halford, b. Browning	...	4
Cooper, c. Harvey, b. Browning	...	0
Kent, c. b. Byford	...	10
Clyde, b. Browning	...	1
Waterer, not out	...	1
Extras	...	6
Total	...	91

R.A.M.C.		
Staff-Sgt. Wilson, c. Edwards, b. Shepherd	...	3
Ingmore, c. Clyde, b. Lander	...	11
Kent, Harvey, b. Lander	...	0
Sgt. Allwork, b. Lander	...	11
Garrett, c. Lander, b. Shepherd	...	9
Browning, c. Cooper, b. Shepherd	...	4
Sgt. Kiorian, b. Lander	...	0
Byford, c. Langley, b. Shepherd	...	1
Latter, b. Lander	...	1
Li Craig, b. Shepherd	...	0
Duff (not out)	...	7
Extras	...	7
Total	...	50

BOWLING ANALYSIS.

POLICE.		O.	M.	R.	V.
Browning	...	12	0	42	7
Byford	...	7	0	37	1
Ingmore	...	5	0	11	2
R.A.M.C.		O.	M.	R.	V.
Lander	...	9	2	17	5
Shepherd	...	10	0	26	5

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 19th at 11.15 a.m. The barometer has risen over the Pacific, to the eastward of Formosa, and fallen at all other stations, but more particularly in the north of Japan and in the Yangtze valley.

The depression referred to yesterday is entering the Yellow Sea to the northward of Shanghai, moving towards the N.E. Another and deeper depression is passing over Hokkaido.

Gradients are slight on the China Coast, and light variable winds may be expected in the Formosa Channel and light E. winds in the northern part of the China Sea.

Forecast:—Light E. winds, cloudy, fair.

THE WAR.

[JAPANESE OFFICIAL DISPATCH.]

THE RETREATING RUSSIANS.

Tokyo, 19th October.

Marshal Oyama reported on Tuesday that the enemy's force seems to be gradually decreasing in the direction of our Right Army, only a small detachment continuing active.

The enemy beaten at Penhsih is retreating in a north-easterly direction.

In the direction of our Central Army the enemy last night made some assaults, but all were repulsed, and to-day there has been only an occasional exchange of cannonading.

In front of our Left Army the enemy is occasionally sending an indirect fire.

[REUTER'S SERVICE.]

BOTH ARMIES MUD-BOUND.

LONDON, 17th October.

Reuter's correspondent with the Russian western army wired on the 15th instant that six days' fighting, exceeding in ferocity that at Liaoyang, had resulted in the continued retirement of the Russians. The Japanese were now driving a wedge into the Russian centre. The terrific bombardment had caused a heavy storm of rain and hail, and the battlefield had become an impassable morass in which both armies were stuck.

SCOTLAND GETS JAPANESE ORDERS.

LONDON, 17th October.

Japan is placing large orders for army winter clothing with South-Scotland manufacturers.

A RUSSIAN SUCCESS.

LONDON, 17th October.

General Bakharoff reports that the Russians, after desperate fighting yesterday, drove the Japanese from a hill on the southern bank of the Shaho, capturing 12 guns.

THE RUSSIAN BALTIC FLEET.

LONDON, 17th October.

The Baltic Fleet sailed yesterday from three steamers in the Great Belt.

POLLARD'S LILLIPUTIAN OPERA COMPANY.

Before a large and appreciative audience the Pollard's Lilliputians gave last night the well-known and popular musical comedy *The Geisha*. The piece was put through in capital style, and the songs on the whole were acceptably rendered and much applauded. The scenery and dresses were new and highly artistic. The leading character of Mimosa San was entrusted to Miss Eva Moore, who did full justice to the various songs allotted to her. The "Gold Fish" song, as well as the "Jewel of Asia," and all the duets with Reginald Fairfax (Miss Leah Leitchner), were very pleasingly rendered. The part of Miss Mollie Seymour (Rollie Pollie San) was undertaken by little Miss Daphne Pollard with astonishing success. Her rendering of the "The Toy Monkey," and "Chon Kins" elicited the heartiest applause and both songs had to be repeated. In the capable hands of Miss Merlie Pollard the part of the French girl was engagingly portrayed, and a word of praise must also be given to Miss Nellie Sheldon for her impersonation of the English lady visiting visitor. The part of Wan Hi, the proprietor of the tea shop, had Master Jack Pollard as the exponent, and the role was cleverly acted. The Marquis Inari of Master Oscar Hignitz was also a good piece of acting, while his brother Johnnie as the middle-knob the audience will amuse Master Fred Pollard was Lieut. Katana and to him was entrusted the well-known song "Star of my Soul," which he sang with good expression. The minor part of officers, gaisins, guests of Lady Constance, were well filled. The choruses were tuneful and capably rendered. To-night *The Geisha* will be repeated.

LECTURE ON ROWING.

Mr. F. W. Warre, son of the headmaster of Eton, and formerly a "Blue" gave a very interesting lecture last evening on "Rowing" to a fair attendance of members of the Victoria Recreation Club. Mr. Arthur Chapman, chairman of the Club, presided. Mr. Warre said he was well aware that the conditions in Hongkong Harbour—where the water was made choppy by the wind, tides, and the backwash of launches, junks etc.—were quite different to the conditions on the Thames, but the principles to be observed were the same. He regarded the V.R.C. four-oar boats as too heavy; the oars, also, were several inches too long. To lighten the boats they might have the sides altered; the keels and ribs, however, should be kept very strong. Carvel boats offered least friction, and in this same respect varnish was better than paint. Mr. Warre explained the art of rowing, and indicated the faults to be guarded against. At the conclusion Mr. Warre was cordially thanked for his lecture on the motion of Mr. G. A. Caldwell.

SUPREME COURT.

Wednesday, 19th October.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR HENRY S. BARKLEY (CHIEF JUSTICE).

CHARGE OF MANSLAUGHTER AGAINST A EUROPEAN.

Evidence was further led in the case in which Thomas Hynes, a young man engaged at Messrs. Butterfield and Swire's Docks at Quarry Bay, was charged with having caused the death of a coolie there on 20th ult. He pleaded not guilty. Mr. H. G. Calhoun, barrister-at-law (instructed by Mr. H. Hursthouse of Messrs. Denny and Bowley solicitors), appeared for the prosecution, and Mr. H. E. Pollock, K.C. (instructed by Mr. H. J. Geddes of Messrs. Johnson, Stokes and Master, Solicitors), was for the defence.

The jury was as follows:—Messrs. R. T. D. Sayle, J. A. Stepani, J. I. Andrews, H. Skott, H. T. Richardson, W. M. Anderson, and H. S. Bevan.

After hearing the evidence to a conclusion the jury found the prisoner not guilty, and he was discharged.

The Court rose.

POLICE COURT.

Wednesday, 19th October.

BEFORE MR. H. H. J. GOMPERTZ (ACTING FIRST MAGISTRATE).

FALSE REPRESENTATION.

A Chinaman, formerly the servant of an army officer, was sentenced to 12 months' hard labour and 12 hours' stocks for obtaining two dozen bottles of whisky from Messrs. Calbeck, Macgregor & Co.'s establishment. The offence was committed last February. The defendant has just completed six months' imprisonment for committing a similar offence.

RETURNING FROM BANISHMENT.

A man convicted of returning from banishment was sentenced to 12 months' hard labour and six hours' stocks.

ASSAULT.

J. Cloddan, a shipwright employed at the Kowloon Docks, was fined \$10 for assaulting the coxswain of a Dock launch. The coxswain, against whom a cross-summons had been issued, was b and o w r to keep the peace.

BEFORE MR. J. H. KEMP (ACTING SECOND MAGISTRATE).

A CLEVER CHINAMAN.

A Chinaman with no fixed abode, who generally sleeps in opium dens, has been whitewashing houses lately under the pretence of being a Sanitary Board official. He just daubed a little whitewash over the windows and doors, and charged \$3 for each job. With one bucket of whitewash he whitewashed no less than five houses, and had enough left for another row! He was sentenced to six months' imprisonment and six hours' stocks.

COOLIE TRANSPORT ASHORE.

NEARLY 3,000 COOLIES MAROONED.

Details are now to hand regarding the accident to the coolie-ship *Suezley* of London, which went ashore on the Natunas Islands. According to the Singapore *Free Press*, the *Suezley*, a vessel of 2,900 tons, arrived at Singapore on the 11th inst., looking badly and with her pumps going. The *Suezley* left Ching Wang Tao on September 24 and touched at West Island, and all went well till the seventh of the present month, when she suddenly ran aground on an uncharted reef in the Natunas Islands, rather to the south of the group. Every effort was made to get the ship off, but they were unavailing, and it was then decided to land the coolies. Of these there were 2,360 on board, and after the inevitable bother of getting the Chinese coolies to do what he is wanted to they were all got off safely. Provisions and supplies sufficient for a month were then sent ashore, and everything possible was done to make the enforced incarceration as easy as possible. There was one European lady and three children on board, and these the Captain decided to bring on. Two doctors, the coolie overseer, and the third officer of the *Suezley* were left on the island to look after the coolies, a task they will probably find far from enviable. It was then found that probably owing to this extensive lightening of the ship, together with the influence of a high tide, the ship was coming off, and eventually on the 10th the ship was got off, being considerably damaged. So had in fact been her condition that the Captain presumably did not deem it safe to bring the passengers, and the coolies were left behind with the before-mentioned European officers. The *Suezley* reached Singapore safely and went into dock. It was expected that the steamer *Ascot* would be sent to take the coolies from the Natunas to Durban.

PROTECTION OF TRADE MARKS IN CORÉA.

At a recent meeting of the Manchester Chamber of Commerce, the attention of the President was called to the fact that no protection exists in Corea for merchants' trade marks, which are at present the prey of any unscrupulous copyist. In reply, the President stated that he had caused a letter to be sent to the Secretary of State for Foreign Affairs asking whether it would not be possible to make arrangements with the proper authority to secure for British merchants importing into Corea the enjoyment of protection for their own marks in the same manner as it is secured in Japan and—by the recent treaty—in China. A letter was read from the Foreign Office promising that the subject should receive attention.

HOW THE MAILS WERE DETAINED.

The *Straits Times* of the 11th inst. has a scathing article on the action of a Government official at Negapatam, which resulted in the needless detention of the mails at that port for a day, with the result that the mails for China lost four and a half days in transit. The Singapore paper remarks:

It is not often that a Civil Service Cadet of two years' standing can so further the convenience of the Colony he serves as to detain His Majesty's mails from Home, destined for that Colony, by a matter of 26 hours, and to do this so as to suit his own official arrangements. An enviable precedent in this respect has, however, been established by the gentleman in charge of the Straits Emigration Depot at Negapatam in Southern India. Thanks to his good offices, the English mails and cargo which were safely on board the B. I. mail steamer *Zamania*, at Negapatam, at noon on Sunday, the 2nd inst., were not allowed to start for Penang until 1 o'clock the following afternoon. By this arrangement the 800 bags of mail that should have arrived here on Saturday morning did not reach here until shortly after noon on Sunday, and the China mails, which the *Zamania* carried, and which were it not for the departmental acumen of the Straits Government official at Negapatam—would now be three-fourths of the way up to Hongkong on the *s.s. Pandur*, have not yet left here, and cannot be despatched until to-morrow. All this is because the Indian Immigration Department of the Straits Government has a contract whereby the British India steamships for the Straits are scheduled to leave Negapatam on every alternate Monday, instead of on Sunday. Proceeding, the writer explains how the *Zamania* had made special efforts to leave for the Straits with the mails on the Sunday in question, but the Straits Indian Immigration Department stepped in and knocked the careful preparations of the Steamship Company on the head. "It was a great thing to do, and it will doubtless earn for the Straits Government's Indian Immigration Department the lasting gratitude of those anxious parties in Hongkong whose mails are being so kindly nursed here in Singapore—and will keep on being nursed here until to-morrow (12th inst.) or Thursday, when the next boat leaves."

The above has reference to the French mail of the 16th ult. which reached Hongkong by the Austrian Lloyd steamer *Marie Valerie* on Tuesday afternoon. Upon its arrival 480 bags of mails on board for Hongkong came up from Singapore at the rate of about twelve knots in spite of a N.E. monsoon and a strong adverse current, and arrived here a day and a half in advance of her scheduled time.

RICH GOLD-FIELD IN JAPAN.

The *Yorokazu Chuo*, a Japanese journal not always so reliable as it might be, says:—It really looks as if Providence is on the side of our country in the present war with Russia. For, not only our arms have continued to win victory both on land and sea, but the crop of rice in Japan has also been unusually fruitful this year. In fact such a rich crop has never been obtained within recent years. It scarcely needs to be said that this unusual good luck has relieved in a great degree the financial difficulty which our country has to deal with in consequence of the war. Thanks to this, the state of our finances is not so bad as that of Russia, where the crop was unusually bad this year, and there is a grave fear that famine will visit the country. Japan's good luck, however, is not confined to the field of rice. A very rich and extensive gold-field has recently been discovered in the prefecture of Iwate at Kessen. The Government sent some mining experts to the auriferous district for the purpose of having it investigated. They have just finished the survey of one-quarter of the gold-field and submitted to their superiors a report of their work. According to it, the field contains the precious metal in great abundance, so much so that it is estimated that gold worth yen 1,000,000,000 can be taken only from the one-quarter of the field already investigated. The other parts are also considered to be equally rich, so that yen 4,000,000,000 can be raised from that gold-field alone. Provided with the funds thus obtainable, Japan can continue the war for years with absolute confidence.

ANOTHER HALL CAINE STORY.

An additional jest to the many made at the novelist's expense is thus narrated:—

When the King and Queen visited the Isle of Man, Mr. Hall Caine was asked to drive with them, in order to point out the objects of interest. He appeared to think that the only people of the island were the characters in his novels, and regaled their majesties with something like this:

"There is the exact spot at which Glory Quayle is first introduced to the reader." Again, "Donald MacSheaf passed through that gateway as he encountered the trusty laird from Douglas." And at another place, "Here the blacksmith shod the landlord's horse, in 'The Manxman.'" Thus the cicerone continued for two mortal hours.

Their majesties were dreadfully bored. King Edward asked to be driven back to town and abandoned sight-seeing. When Caine stepped from the carriage he dropped upon one knee—"Rise, Mr. Caine!" commanded his majesty, according to the story.

The author got on his feet, much chagrined. He had confidently expected, it is said, to Douglas, to hear words that would create him a knight. "Rise Sir Hall!" Knights had been liberally doled out, and Caine couldn't understand why he failed to get one.

MR. ALLEYNE IRELAND ON BURMAH.

CRITICISM BY SIR FRANK SWETTENHAM.

Mr. Alleyne Ireland's articles on the condition of the Straits Settlements and Burmah, although they were of a comparatively innocuous and even laudatory character as compared with that on Hongkong at any rate, have not escaped criticism. Sir Frank Swettenham, a late Governor of the Straits Settlements, has a letter in the *Times* criticising Mr. Ireland's suggestions as to the regrouping of the Malay States with Burmah for the purpose of administration. Sir Frank Swettenham says, in the course of his letter:

"Mr. Ireland's arguments judged from the Imperial standpoint will probably appear sound to those who understand the circumstances, but he is unfortunate in quoting the case of the Straits Settlements as a reason why India should be ready to accept a policy of self-denial in Burmah. The Straits Settlements formed, till 1867, a province of India, but, besides the revolt of the people against the Calcutta Administration, the place had always been a burden on Indian finances. Ever since the control was transferred from Calcutta to Downing-street, the Straits Settlements have been self-supporting, and have now developed into the most prosperous Crown colony of the Empire. If the suggested regrouping is obviously sound, the reason why it was not long ago undertaken is because not only the Indian and Colonial Offices, but the Foreign Office also, must have been consulted and brought to agreement, a well-nigh impossible task for any reformer to set himself. When Burmah is grouped with the Malay States and the great ports of the Straits of Malacca in an administration such as that suggested by Mr. Ireland, there may be hope for the constitution of a Department of Eastern Affairs to relieve the Foreign and Colonial Offices of political, commercial and administrative duties in China, Japan, Siam, and all the Further East, where the circumstances are so peculiar that experience gained in other parts of the world may prove a positive disadvantage. Quite apart from the consideration of the Burmah administrative question, it would be worth something to this country to possess a department offered by men who really understand the Further East and know what is going on or likely to take place there."

MISSIONARY WORK IN CHINA.

A crowded meeting of friends and supporters of the China Inland Mission assembled in Lower Exeter-hall on the 12th ult. to bid "God-speed" to 36 ladies and gentlemen about to proceed to China. The mission, which is Protestant, but otherwise quite un denominational, was founded in 1866, and has now 199 stations in 15 provinces of the Chinese empire: in Kansu, 10; Shensi, 24; Shansi, 30; Chihli, four; Shaanhsi, two; Honan, 14; Kiangsu, six; Szechuan, 24; Kweichow, six; Yunnan, four; Hupoh, four; Kiangsi, 26; Nankow, 13; Chekiang, 27; and Hunan, five. At the beginning of the present year there were 318 men and 465 women engaged in the work of the mission. Mr. Theodore Howard presided, and Bishop Cassels opened the proceedings. Mr. E. Pearce, one of the returning missionaries, said that the condition of things had greatly changed, and he believed that they could find entrance now into any Chinese city. Prejudice and suspicion undoubtedly remained, but, speaking generally, he could say that China was open to missionary work, and he looked forward to great results in the near future. Dr. G. W. Guinness said all kinds of trades and occupations found free scope, but, speaking generally, and particularly from his experience in the province of Honan, he should say that knowledge of medicine and surgery greatly facilitated missionary work. A number of short addresses were delivered by the outgoing missionaries. The Rev. R. Wright Hay, of Talbot Tabernacle, delivered the closing address.

THE CONDITION OF PORTUGUESE SOUTH-EAST AFRICA.

The reports for last year from the various British Consular officers in the Portuguese possessions in South-East Africa—from Beira, Mozambique, Quilimane, Chinde, and Tete—all show a condition of depression. "The trade and commerce of this district," says the Consul at Beira, "sank during 1903 to probably the lowest ebb they are destined to reach. . . and it would be difficult to exaggerate the depression at present prevailing." "There is a unanimous feeling here," writes the Consular Agent at Quilimane, "that a railway is the only means of saving Quilimane from gradual stagnation and ruin." "Local trade conditions," says the Vice-Consul at Tete, on the Zambezi, "show no improvement, and the almost total collapse of native production has caused much distress amongst small traders, chiefly British Indians." This unsatisfactory state of affairs seems to be due to a combination of many causes. The arrangement of through railway communication between Rhodesia and the Cape has diverted from Beira the passenger trade between Europe and the British South Africa Company's territories; the headquarters of the Mashonaland railway has been removed from Beira to Umtali, with a large staff of officials and workmen; drought and famine on the Zambezi have restricted production; the ivory and gold dust trades, once amongst the most important along that river, are now practically extinct, whilst rubber and beeswax, formerly large exports, are now shipped in small quantities. This restriction of production on the Zambezi is attributed partly to the *prazo* system of landholding, which has discouraged production by taking away security of tenure.

CHINESE ENGINEERING AND MINING CO.

The third annual meeting of the above Company was held on 13th Sept. at Winchester House, London, Mr. W. F. Turner presiding. The CHAIRMAN said that the net profit for the year under review, after providing for debenture interest, was £115,383, which was equal to 11½ per cent. on the share capital. The sales of coal for the year showed an advance of 33,000 tons, and in the current financial year—from the beginning of March to the end of last month—the sales were 37,500 tons more than in 1903. Referring to the harbour works at Ching-wang-tao, he stated that the rubble slope on the outside of the breakwater had been completed, and that the reinforcing of the breakwater with steel joists was making good progress. The advantages offered by the port had been recognised in connection with the shipment of coals from North China to the Transvaal. Having alluded to the resignation of Mr. Wynne, who had rendered good service to the company, and the appointment of Major Walter Nathan, who was fully qualified for the post of agent and general manager in China, he said that the question might naturally arise in the minds of some shareholders as to how the war between Russia and Japan had affected the company. The Japanese forces having held command of the sea from the outset, the coal trade of Japan had proceeded without interruption, while the outlets for the company's coal at ports in the Gulf of Pechili, which were in the possession of the Russians, had been closed. It was the more gratifying, therefore, to find that the increase in the sales for the current year was not due to any temporary cause. Reference was made to their last annual meeting to an action in the English Courts, arising out of the purchase of the *un-dertaking*, to which the company had been made a party. The action had not yet been tried, but in the ordinary course, it should be disposed of during the next sittings. He headed that the nature of the action was not such as to cause disquiet, so far as this company was concerned. He concluded by moving the adoption of the report.

Mr. EDWARD DAVIS, in seconding the resolution, spoke of the prospects of the company from what he had seen during his recent visit. He considered Ching-wang-tao was bound to rank as one of China's important shipping centres. At present the port, owing to its being ice-free, was principally used in winter months, and last season the *Yusen Kaisha*, the most important Japanese shipping company, established a service with Japan. This company, with their own and one chartered steamer, did nearly the whole of the Shanghai-Tientsin trade. He referred to the development of their large landed estate at Ching-wang-tao, part of which had been already laid out as a town site, and a satisfactory commencement made in the building, from which they derived a fair rate of interest on the capital invested. The company's most important asset was their right to work the coal measures in what was commonly known as the Kaiping basin, and which they were at present exploiting at two centres—Tongshan, where they were able to mine and haul about 2,000 tons of coal daily, and Linsu, where they were able to haul and mine 1,000 tons daily. The company had agencies and properties in several of the important Chinese ports, though their head office was in Tientsin, and their principal agency at Shanghai. At the latter place they were doing a large coal business, notwithstanding the competition with Japanese supplies, and he looked for an increase in the company's trade in that centre. They had the most important firms as immediate neighbours, on one side being Messrs. Arnold, Karberg and Co., and on the other Messrs. Carlowitz and Co. They had lately leased a site alongside the railway at Peking, and trade promised to develop in a satisfactory manner. Their agent and general manager was working in perfect harmony with the Chinese, his endeavour being to avail himself as much as possible of their services in the development of the company's estates.

The motion was carried unanimously, and the retiring-directors, Messrs. H. C. Hoover, C. A. Moring, F. de Wouters, Charles Baiser, and Emile Franqui, re-elected.

Mr. C. A. MORING, in returning thanks, styled himself the originator of the enterprise. When he brought the business from China to London all the great Chinese houses in this country pool-pooled the enterprise, and dismasted most people who were connected with China from entering into it, and if it had not been for Mr. Davis, the company would not have been an English undertaking. Although he called himself the originator of the enterprise, the shareholders and directors owe a great debt of gratitude to two men, Mr. Hoover and Mr. de Wouters, of Brussels. Both gentlemen had a great deal to do with the inauguration of this company.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The P.M. steamer *Korea*, with mails, &c., leaves Munkia for this port Friday noon, due here on Sunday morning, the 23rd Oct. The M.M. steamer *Towane* left Marseilles for China and Japan on the 16th Oct., and the steamer *Tonkin* will follow on the 30th. The A.A. steamer *Claverburn* left Keelung on the 18th Oct., a.m., and is due here to-day, p.m.

MISCELLANEOUS.

The *s.s. Simongang* arrived from Samarang yesterday with 2,000 tons of sugar for Chinese consignees. The *s.s. Samsen* arrived from Bangkok yesterday with 1,900 tons of rice and some general cargo for Messrs. Butterfield & Swire. The *s.s. Nantania* arrived from Moji yesterday with 4,000 tons of coal. The *s.s. Petchaburi*, from Bangkok, brought 2,500 tons of rice and 100 tons of timber. The *s.s. Lov Sok* brought 1,300 tons of rice from Bangkok.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

PO CHEUNG & CO.

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c.

COUNTERS, PARTITIONS, FITTINGS, ETC.

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 15th August, 1904.

STRAITS CURRENCY QUESTION.

FIRST STEP TOWARDS FIXITY OF EXCHANGE.

At the last meeting of the Straits Legislative Council, held on the 17th inst., the Governor, Sir John Anderson, addressed the members on the subject of the Estimates for 1905. After referring to the falling-off in the revenue from the Spirit and Opium Farms—the result of the abatement allowed the Farmers consequent on their representations that either they must be granted a reduction in their rents or they would be obliged to give up business—he proceeded to deal with the various departmental rates. The estimated revenue of the Straits Settlements for 1905 is put at \$11,513,415, which is \$115,327 under the original estimate for 1904, although it exceeds the revised estimates for this year by \$805,365. A loss of \$900,000 is shown under the head of the Singapore and Penang Opium Farms. The estimated expenditure amounts to \$11,126,638, which is slightly under the expenditure estimated for this year.

With regard to the currency question, His Excellency remarked:—"The re-minting of British and Mexican Dollars into Straits has been carried on continuously during the year. Thirty-three million one hundred and twenty-eight thousand eight hundred and seventy-four dollars have already been received from the Mint, and there are about \$2,200,000 to come, which will complete the re-minting operations. From the first of September last the British and Mexican Dollar ceased to be legal tender, so that, for the first time in the history of the Colony, we have a currency of our own. The prohibition of the export of Straits Dollars was withdrawn on the fifth of the same month, and these coins are now free to go wherever they are required by the trade of the Colony. The first important step has accordingly been taken towards fixity of exchange. It is impossible now to foretell the date at which a fixed ratio with gold can be determined or what that ratio will be. The future history of the value of silver can only be conjectured, and with the disturbing influences which now affect commerce and exchange, especially in the Far East, it would be unwise to be in any hurry to come to a decision on which the financial position of the Colony and of the Federated Malay States must greatly depend."

In concluding, Sir John Anderson said that the fact of the Colony being in apoplexy, despite the temporary depression, to spend out of revenue a sum of \$1,600,000 on railways alone, was proof of its financial strength, and he added that it had to ask the Council during the coming year to authorize the Government to raise a loan for further large works required by their rapidly increasing trade and population, he had no doubt that the result would prove that the credit was inferior to that of no other part of His Majesty's Dominions.

RUNNING THE BLOCKADE AT PORT ARTHUR.

The *Kobe Chronicle* has the following with reference to the capture of the *Sishan*: A Newchwang telegram to the *Asahi* reports that a foreign steamer which arrived at Newchwang from Hongkong on the 8th inst., when about to leave suddenly for Chefoo; was stopped by the harbour authorities, who suspected that the destination of the vessel was not Chefoo. Upon examination it was found the steamer carried a cargo of provisions, and it was believed that these were intended for Port Arthur.

The Tokyo authorities are in receipt of news that the British steamer *Sishan*, which arrived at Newchwang on the 2nd inst., attempted to leave without discharging any cargo. As a result of an inspection ample reason was found to justify the arrest of the steamer, which was taken in charge by a Japanese war-ship on the 7th instant.

Both telegrams refer to the same vessel, but there is a discrepancy in the date of arrival at Newchwang. The official news seems to be correct. The *Sishan* is owned by Mr. Spitzel, who is, we believe, an American citizen resident in Hongkong, and was recently purchased by that gentleman from Messrs. Bradley & Co. Mr. Spitzel was charged some years ago with running the blockade during the trouble with Aguinaldo in the Philippines, and a vessel belonging to him laden with arms and ammunition was seized by the American authorities.

On October 11th the *Chronicle* reported: The steamer *Sishan*, which was apprehended by the Japanese authorities at Newchwang, is to be sent to Japan. The British flag has been lowered and the Japanese flag hoisted on the vessel.



TRADE

MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN BOTTLES.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROBINSON PIANO CO., LD.

NEW IRON
FRAMED
PIANOS

\$425.00

GUARANTEED FOR CLIMATE.

MASTER
PIANO
PLAYERS

\$385 AND \$500

PLAYING ALL THE NOTES OF THE

PIANO \$650

PERSONALLY SELECTED

PIANOS BY
BECHSTEIN.

KAPS.

HOPKINSON.

KRAUSS.

RACHALS. &c.

BABY
GRANDS

Hire OR Credit

Hongkong, 10th October, 1904.

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.
Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS,
31, Queen's Road Central.
Hongkong, 19th October, 1904.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press Office, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 6th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on SATURDAY, the 22nd OCTOBER, 1904, commencing at 11.30 A.M., at his SALES ROOMS, Duddell Street, A QUANTITY OF HOUSEHOLD FURNITURE. Terms—As usual.

Geo. P. LAMBERT, Auctioneer.

Hongkong, 20th October, 1904. [2485]

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

having arrived from the above ports. Consignees of cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impelling the discharge or remaining on board after 4 P.M. of the 21st inst., will be loaded at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 19th October, 1904. [1938]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Company's Steamship

"MARIA VALERIE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. This Vessel brings Cargo—

From Levant ex s.s. *Urano*, transhipped at Port Said.

From Venice ex s.s. *Venus*, transhipped at Trieste.

From Trieste ex s.s. *Imperator*, transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 25th October, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th October, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 18th October, 1904. [3]

CHRISTMAS GREETINGS IN ADVANCE.

AN early opportunity to those wishing to send Greetings to their Relatives and Friends at Home.

I have Just Opened a Parcel of Raphael Tuck and Son's XMAS and NEW YEAR CARDS of various pretty designs and descriptions, specially selected to suit the taste of Young and Old.

Moderate prices, and as usual 10% Discount for Cash.

Inspection earnestly solicited.

H. RUTTONJEE, No. 5, D'Almeida Street, and 36 to 38, Elgin Road, Kowloon.

Hongkong, 19th October, 1904. [2477]

WHISKIES.

BUCHANAN'S CELEBRATED BLENDS OF SCOTCH WHISKY are supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.

Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend ... \$12.50
Black and White ... \$16.50
Royal Household ... \$20.50

Try one case and you will never want any other Whisky.

A. CHAZALON & CO., Wine Merchants and General Storekeepers, 6, Queen's Road.

Hongkong, 22nd August, 1904. [205]

DAVID CORNAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS

REPAIRING ARNOLD, KARBERG & CO. Sole Agents.

3486]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Dock and Boilers.

Call Flag W. J. W. KEW, Manager, 1st Floor, 37, Connaught Road.

Hongkong, 13th June, 1903.

MAIL TABLES

FOR 1904

Mounted on Card ... 30 cents.
Paper ... 20 cents.

On Sale at the Daily Press Office, Hongkong 5th March, 1904.

ENTERTAINMENTS

THEATRE ROYAL CITY HALL.

Under the Distinguished Patronage of H.E. Sir MATTHEW NATHAN, K.C.M.G.

POLLARD'S LILLIPUTIAN OPERA COMPANY.

TO-NIGHT (THURSDAY)

OCTOBER 20th,

"THE GEISHA"

TO-MORROW (FRIDAY), and

SATURDAY,

OCTOBER 21st and 22nd,

GRAND VICE REGAL NIGHT.

"A GAITY GIRL"

SATURDAY AFTERNOON, OCTOBER

22nd, at 3.30 P.M.

GRAND MATINEE.

"A GAITY GIRL"

Late Tram and Ferry Launch will leave

quarter of an hour after each performance.

Plans Now Open at the ROBINSON

PIANO CO.

Hongkong, 10th October, 1904. [243]

FOR SALE.

TWO China Ponies, "TEE-TO-TUM" and "ONCE MORE."

Apply to—

FRED. ELLIS,

Care of Messrs. Benjamin, Kelly & Potts,

Hongkong, 18th October, 1904. [2444]

FOR SALE.

AMERICAN BARK "EVIE J. RAY," 919 tons net register, now in port. For particulars, apply to the Captain on Board or

SANDER, WIELER & CO., Agents.

Hongkong, 15th October, 1904. [2446]

THE SWATOW GRASS CLOTH, SILK

and DRAWN THREAD WORK

DEPARTMENT.

Wholesale and retail quotations, particulars

and samples, will be sent free on application to

the above depot.

Swatow, 5th June, 1904. [2169]

REGISTRATION

OF

TRADE MARKS IN CHINA.

Copies of the

EXPERIMENTAL REGULATIONS

proposed by the Chinese Government to come

into force on the 23rd inst. may be obtained at

the Daily Press Office.

Price 6d. each. Cash with order.

Hongkong, 6th October, 1904.

WANTED.

EFFICIENT SHORTHAND and

TYPEWRITER, with some business

routine (Male or Female).

Apply stating salary to—No. 895,

Care of Daily Press Office.

Hongkong, 18th October, 1904. [2462]

GOVERNMENT NOTIFICATION.

IT IS HEREBY NOTIFIED that on and

after the 30th October, 1904, the time of

12th East Longitude will be adopted in this

Colony.

The effect of this will be that local time will

be advanced by 23 min. 18 sec.

By Command, F. H. MAY,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 17th October, 1904. [2465]

CHRISTMAS AND

NEW YEAR GIFTS

FOR HOME FRIENDS.

MACWEN, FRICKEL & CO.

UNDERTAKE to Deliver Gifts, &c. (Free

of Charge to Consignee) in any part of

the World.

LATEST SHIPPING DATES.

To England ... Nov. 8th

To France ... Nov. 15th

To Germany ... Nov. 15th

To Italy ... Nov. 9th

To United States via San Francisco Nov. 8th

To United States via Suez Canal ... Oct. 10th

To India ... Oct. 10th

To South Africa ... Oct. 21st

To Australia ... Oct. 21st

To Canada ... Nov. 8th

China Parcel Express.

OFFICE—3, DUDDELL STREET.

Hongkong, 8th October, 1904. [2402]

TONG CHONG WO & CO.

No. 38, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and

possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904. [1233]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.

EXPORTERS AND CONTRACTORS.

Sole Agents of

QUAN TAI & CO., Lime Manufacturers.

All descriptions of

GRANITE AND MARBLE FOR EXPORT.

Dealers in

GRANITE AND MARBLE MONUMENTS

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1899. [2158]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 20th OCTOBER, 1904, at 2.30 P.M., at his SALES ROOMS, Queen's Road, A FINE ASSORTMENT OF JAPANESE CURIOS, comprising—

RARE SATSUMA, CLOISONNE VASES AND ORNAMENTS, TEA SETS, AND BIONCES.

A PAIR OF SILK KAKIMONOS, KIMONOS, SHAWLS AND HANDKERCHIEFS, FOLDING SCREENS, &c., &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 19th October, 1904. [2478]

PUBLIC AUCTION.

UNDER Instructions from PERCY JAMES BUCKLAND, Liquidator, NAGASAKI HOTEL LIMITED, we shall sell, in one lot as a going concern, on the premises of the Hotel, at 11 A.M. on TUESDAY, OCTOBER 25th, 1904, THE VALUABLE PROPERTY known as the NAGASAKI HOTEL LIMITED, with all Furniture and Fixtures, Consisting of—

Land Lot No. 43 ... Taubos 513.
" 44 ... " 361.
" 45 ... " 360.

(Land rent paid to M. 31st, 1905).

The building is built of brick and stone and contains 50 Rooms.

ALL BEDROOMS contain TEAK FURNITURE, BRASS BEDSTEADS and WIRE MATTRESSES, TABLES in DINING ROOM also made of TEAK.

BILLIARD ROOM containing TWO BILLIARD TABLES, by Thurston & Co., London, and Bar by Branswick, Balke, Calender Co., San Francisco, U.S.A.

Complete Set of PLATE, CUTLERY, &c., for 120 persons.

ELECTRIC LIGHT PLANT, containing TWO SETS OF ENGINES, BOILERS, and DYNAMOS (each 500 light capacity).

REFRIGERATING PLANT by J. & E. Hall, Limited, and COLD STORAGE ROOM.

THE USUAL OUTHOUSES.

Stock of WINE and PROVISIONS on hand, estimated value Yen 4,000.

On View between 10 A.M. and 12 Noon, from 15th October.

Inventories may be obtained at the Office of this Paper.

TERMS OF SALE:—10% on fall of Hammer and balance on completion of transfer.

Possession, November 1st, 1904.

For further particulars, apply to R. H. POWERS & CO., Auctioneers, 11, Band, Nagasaki.

Nagasaki, 22nd September, 1904. [2476]

NOTICE.

THE Business formerly carried on in Hongkong by PAUL LEMAIRE under the Style or Firm Name of P. LEMAIRE & CO., was on the 31st day of October, 1903, purchased by me together with the right to the use of the Firm Name of P. LEMAIRE & CO.

All Claims against the late Firm of P. LEMAIRE & CO. must be sent in to PAUL LEMAIRE, the Attorney of the said PAUL LEMAIRE.

(Sd.) E. A. MEURER, Trading as P. LEMAIRE & CO.

Hongkong, 17th October, 1904. [2466]

NOTICE.

I BEG to inform the Public of Hongkong that I have from the First day of October, assumed charge of the CONSULATE for Cuba in this Colony.

Office Hours from 10 a.m. to 12 p.m. and from 2 p.m. to 4 p.m.

D. ANTONIO BERNARDO ZANETTI.

3, Lower Castle Road, Hongkong, 15th October, 1904. [2447]

NOTICE.

I HEREBY BEG to inform Drinkers of TANSAN, that I have ceased to use Corks made by the London Crown Cork Co. as they have given me dissatisfaction, and that I am now using a cork which will keep the water in excellent condition and free from illages.

J. CLIFFORD WILKINSON, Kobe, Japan.

Sole Agents, Hongkong—H. PRICE & CO., 12, Queen's Road Central.

Hongkong, 3rd October, 1904. [2359]

RE JANET ROSE HARMON, DECEASED.

ALL persons having any claims against the Estate of JANET ROSE HARMON late of Oakwood Court, Kensington, London, Widow (formerly of Hongkong) who died on the 26th August, 1904, are requested to send particulars thereof to us and all persons owing any moneys to the said Estate are requested to pay the same to us forthwith.

Dated this 6th day of September, 1904.

GEO. ARMSTRONG & SONS, Solicitors, Newcastle upon Tyne.

2401

SIENTING.

SURGEON DENTIST, No. 10, D'GUILLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [2277]

BOARD AND RESIDENCE

"TANG YUEN," BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—MANAGERESS, Macdonnell Road

or FAIRALL & CO., Queen's Road.

Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.

MRS. GILLANDERS.

"GLENWOOD," 27, CAINE ROAD.

Hongkong, 19th March, 1904. [2265]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Pedders Hill.

Hongkong, 1st January, 1892.

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, THIS DAY (THURSDAY), the 20th OCTOBER, 1904, at Noon, for the purpose of receiving the report of the Directors together with statements of account for the year 1903 and for the half year ending 30th June, 1904, and of declaring dividends, &c. The TRANSFER BOOKS of the Society will be CLOSED from the 10th October to the 20th October, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Actg. Secy.

Hongkong, 20th September, 1904. [2273]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (Noon), TO-MORROW (FRIDAY), the 21st instant. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st instant, both days inclusive.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Limited, Hongkong, 20th September, 1904. [2339]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

SHARE CERTIFICATES will be ready for delivery on and after the 20th instant, and may be obtained on application at the Company's Offices, Alexandra Buildings, in exchange for Hongkong and Shanghai Banking Corporation's receipt.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 19th October, 1904. [2475]

LOST.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE CERTIFICATE No. 3232 of 50 SHARES numbered 8121/86170 in this Company standing in the name of JAMES ROBERTSON ALEXANDER has been lost.

NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 50 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 19th October, 1904. [2576]

NOTICE OF REMOVAL.

MESSES. DEACON, LOOKER & DEACON have REMOVED their Offices to PRINCE'S BUILDING (First Floor), No. 1, Des Voeux Road, Hongkong, 18th October, 1904. [2463]

A. LING & CO., FURNITURE STORE.

PLATED, GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [2276]

INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO., Hongkong 28th April, 1904. [112]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

TO LET

TO LET

NO. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 28th March, 1904. [1865]

TO LET

FINE LARGE STORE, in Queen's Road Central (Best Part).
Apply to—
Care of Daily Press Office.
Hongkong, 6th September, 1904. [21]

TO LET

FURNISHED ROOM, with Board, from date, Tennis Court attached, near Kowloon Ferry, Kowloon.
Apply to—
C. L.
Care of Daily Press Office.
Hongkong, 5th October, 1904. [2375]

TO LET

3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [14]

TO LET

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also rooms or Offices on the First Floor of same address.
Apply to—
YEE SANG FAT,
Above Address.
Hongkong, 14th October, 1904. [2449]

TO LET

NOS. 17, 19 & 21, SEYMOUR ROAD.
Nos. 6, CASTLE ROAD.
Nos. 74, CAINE ROAD.
Apply to—
COMPTON DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [430]

TO LET

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.
Apply to—
THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET

IMMEDIATE Possession, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.
Apply to—
B. J. DAVID & CO.
Hongkong, 2nd July, 1904. [1618]

TO LET

ONE COMFORTABLY FURNISHED ROOM with Bathroom, &c., in 39, ROBINSON ROAD.
Apply to—
J. ULLMANN & CO.,
34, Queen's Road,
Hongkong, 29th September, 1904. [2331]

TO LET

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. [1717]

TO LET

NO. 1, RIFON TERRACE (in FLATS).
A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.
FLATS in MORRISON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS, PRAYA EAST.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 29th June, 1904. [175]

TO LET

NO. 6, DES VŒUX ROAD (opposite King Edward Hotel), ONE or TWO FLATS of Five Rooms each and Servants' Quarters.
THREE LARGE ROOMS with Servants' Quarters in No. 3, QUEEN'S ROAD CENTRAL, on the same floor as that occupied by the China Fire Insurance Co.
Also ONE LARGE ROOM with Verandah and One Small Room in ICE HOUSE ROAD (next to the Mercantile Bank), at present in the occupation of Mr. Layton.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 28th September, 1904. [2322]

TO LET

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd November, 1903. [174]

TO LET

NO. 58, CAINE ROAD, European Residence, consisting of SIX ROOMS, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour.
Possession 1st January, 1905.
Apply to—
MANAGER,
China Merchants S. N. Co.
Hongkong, 15th October, 1904. [2448]

TO LET

TWO ROOMS, on the First Floor of Alexandra Buildings.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET

NO. 6, UPPER MOSQUE TERRACE, European residence, just renovated, painted and colourwashed, immediate possession.
Apply to—
G. J. SEQUEIRA,
Care of A. R. Marty.
Hongkong, 28th September, 1904. [2321]

TO LET

TO LET

BANGOUR (PEAK).
THE EYRIE (PEAK).
ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE.
BELLIOS TERRACE, Nos. 11, 13 & 21.
BEACONSFIELD ARCADE, No. 14.
1st Floor.
ONE SHOP in BEACONSFIELD ARCADE.
Apply to—
LINSTED & DAVIS.
Hongkong, 3rd October, 1904. [2363]

TO LET

NO. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchen, Bathrooms, and Servants' Quarters).
Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road.
Hongkong, 16th August, 1904. [199]

TO LET

TWO LARGE ROOMS, suitable for Offices, situated on the 2ND FLOOR of New Building, Electric Light and Elevator.
Apply to—
A. G. I. S.,
Care of Daily Press Office.
Hongkong, 22nd September, 1904. [2387]

TO LET

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [2355]

TO LET

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Office. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET

HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.
THE LEADING MINERAL WATER OF THE EAST.
Bottled in Japan by H. E. REYNOLDS & Co.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS
Hongkong, 31st July, 1903. [1898]

TO LET

TAI WOO, PHOTOGRAPHER and PORTRAIT PAINTER.
38, Queen's Road Central, 2nd Floor.
Hongkong, 8th August, 1904. [1832]

TO LET

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.
Hongkong, 18th May, 1903. [21]

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ROYAL AERATED WATERS MANUFACTORY.
PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.
REPORT OF AN EXPERT.
The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.
Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street, Tel. 374.
F. P. DANENBERG, General Manager.
Hongkong, 11th May, 1904. [122]

TO LET

MITSU BISHI DOUKYARI AND ENGINE WORKS, NAGASAKI.
CODE WORD: "DOCK." NAGASAKI. A.I., A.B.C., "Scottie" and Engineering Code Used.
DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 26 1/2
DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet
Length on Blocks... 357
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 32
PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

TO LET

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.
The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.
[2353-2]

TO LET

THE GREAT BATTLE AT LIAOYANG.
KUROPATKIN'S FULL REPORT.
General Kuropatkin's full report of the Battle of Liao-yang was received by the Tsar on the 12th ult. and published on the 14th. It reads as follows:—
"It is now possible, from the details which have been received of the battles since August 26th, in which the various army corps took part, to furnish your Majesty with the following report of the operations:—
"On August 26th the Manchurian army occupied three groups of positions at Petesen and Anping, on the left flank, at Lian-dian-san, on the right flank. On the same day the Japanese assumed the offensive along the whole front. In the centre, at Lian-dian-san, all their attacks were repulsed, and on the left flank we retained our principal position at Anping, after a desperate battle. The enemy, however, succeeded in capturing the position at Pegu, thus threatening the line of retreat of the corps on the left flank along the Tankho. Simultaneously, a turning movement by considerable forces of Japanese was observed on the left flank of our position at An-shan-chan. Taking advantage of our positions at Lian-dian-san and Anping, in order to gain time and inflict severe losses on the enemy, I withdrew all the army corps in the advanced positions to Liao-yang.
"In consequence of the mountainous nature of the country on our front, and the bad condition of the roads towards the south front owing to the rains, the two days' march towards Liao-yang was most difficult, and it was only the devotion of all the troops on the east front which enabled it to be carried out in good order. Only after incredible difficulties was it found possible to drag all the guns without exception and all the baggage through the passes. Some of the guns were carried through the mountains by the infantry. Difficult as the retreat through the passes under pressure from the enemy had been, the march across the open country was still more arduous. The left and centre columns, however, succeeded in getting all their artillery and baggage to Liao-yang.
"The march of the right column, which had to cross a tract of country to the west of the railway which had suffered most severely from the rains, was especially difficult. Considerable forces of the enemy followed up our rear guard, which maintained a stubborn resistance. The guns of one of the batteries in retiring got stuck in some marshy ground and began to sink in the mud. Every effort was made to save them. As many as twenty-four horses were hitched on to each piece, while companies of infantry with long ropes assisted in the work. The horses and men, however, sank so deep in the soft ground that many of the latter could not free themselves and had to be hauled out by their comrades. Major-General Rutkovsky, of the rear guard, remained in his position so long in order to cover the work of extricating the guns that his force sustained heavy losses. The General himself and Colonel von Raaben, commanding the 4th Regiment of Eastern Siberian Sharpshooters, were killed. Notwithstanding all the efforts of the troops and the great sacrifices which they had made, it was finally found necessary to abandon the guns, which had sunk as far as the tops of the wheels.
"On August 27th the army concentrated at Liao-yang. One corps occupied a position on the right bank of the Taitsze river, while another held the left bank.
"On August 30th and 31st the Japanese attacked our advanced positions with great energy, but were everywhere repulsed with enormous losses.
"The desperate fighting on our right flank and centre, accompanied by a number of counterattacks resulting in bayonet fighting, compelled not only the special reserves, but also part of my general reserve troops to reinforce the fighting line.
"In the course of August 31st it could clearly be seen that a considerable force of General Kuroki's army had crossed to the right bank of the Taitsze river.
"As during August 30th and 31st the attacks upon our left flank, against which Kuroki's army was to operate, were much less energetic than those on our right and centre, it was fully to be supposed that the main body of Kuroki's army had been told off to turn the left flank of our position and to act against our lines of communication. Believing this to be the case, I resolved to withdraw the troops from the advanced to our main position and to concentrate a large force against Kuroki in an attempt to hurl his army back upon the Taitsze. Thanks to the sufficient number of bridges and their positions, and to the manner in which the roads leading to them had been laid out, all the troops destined to take the offensive were safely on the right bank of the river by the morning of September 1st, notwithstanding the darkness of the night.
"The enemy did not occupy the advanced positions abandoned by us until towards the evening of September 1st, when they opened fire with artillery upon Liao-yang. No trophies of war fell into the hands of the enemy.
"I adopted the following plan of operations. The troops having crossed to the right bank, the army was to take up positions between the village of Sykwantun and the heights near the Yentai coal mines, which were to have been occupied by Major-General Orloff's detachment, composed of thirteen battalions. Taking a position near Sykwantun as a pivot, the army was to have effected a movement to the right to flank the Japanese positions, which extended from the Taitsze-ho, near the village of Kwantun, towards the Yentai collieries.
"Offensive operations began on September 2nd, when all the troops had taken up their allotted positions. On the night of September 1st the commander of the corps on the right flank sent a despatch stating that the Japanese, having taken the offensive, had occupied the district to the north-west of the Sykwantun position, of great importance to us. After having been forced to retire, the Russian regiment holding the district was obliged to change its plans for the purpose of retaking the lost ground on the following day. It was not until the evening of September 3rd that the hilly country around Sykwantun and the village itself were in our hands.
"The assault on the heights north-east of Sykwantun, from which our troops had been driven the previous night, began at six o'clock in the evening. At first our attacks did not succeed, but fighting continued with unabated vigour, even after darkness had set in. We repeatedly gained possession of the heights, but were finally compelled to withdraw temporarily, many of our detachments being mixed up and in such a state of disorder that unity of command was rendered very difficult. Leaders of individual detachments, however, continued to attack time after time, and at last succeeded in occupying the desired positions, thereby attaining the object of the operations on our right flank.
"On the left flank, in the vicinity of the Yentai Mines, on September 2nd, General Orloff's detachment occupied the heights to the south of the mines, holding a very strong position facing south. He opened fire with two batteries, and engaged the enemy, who were posted several versts to the south, in an artillery duel. General Orloff's right flank was then six versts distant from the left flank and the rest of the army. In order to aid our troops holding the positions near Sykwantun, General Orloff sent part of his force from the hills, and attacked the enemy in the direction of the village of Sakhtoun. This movement was carried out in Kaoliang fields. Our men met with a frontal and flank fire, and losing their bearings in the Kaoliang, began to fall back. The troops remaining in the hills also retired to the west. By that time General Orloff's detachment was within two versts of the other forces. General Orloff himself was wounded, as was also General Fomia, who subsequently succumbed. After the evacuation of the position, which was intended to serve as a base for our attack, the Japanese extended northward, and at about five o'clock in the evening occupied the whole range of hills and the Yentai Mines. General Sasonoff's son of the Siberian Cossacks dismounted and defended our positions with the utmost courage, but were gradually driven back.
"The enemy were now established in an extremely strong position on the hills, and it would have been too hazardous a task for our troops on the left flank to attack them, in view of the losses sustained in the previous five days. We therefore withdrew towards the village of Li-hung-gow.
"Inasmuch as on the night of the 2nd inst. our troops were compelled to abandon their positions near the village of Sykwantun, with which the Japanese right flank was in touch, and which was the axis of their turning movement, I decided to retire to Mukden, the retreat being accomplished on the 7th inst.
"The evacuation of Liao-yang was begun on the afternoon of the 3rd inst. and concluded on the following morning. All the equipment was removed, but there was no time to save the commissariat reserves, which were sufficient to last the whole army for eight days. These were all destroyed. The pontoon bridges were dismantled and carried off by the troops, while the temporary pontoons were burned. The railway bridge was wrecked. The army retired in perfect order.
"The enemy attempted to pursue, but were repulsed. Preparations had been taken on September 3rd and 4th to prevent a turning movement from the East. The Japanese took no vigorous initiative to the south, but on the east General Kuroki assumed the offensive. Our detachments holding pontons at Taliengou sustained a serious night attack which was particularly desperate on September 5th. We retained our positions, but suffered heavy losses, one regiment which bore the brunt of the fighting losing 500 killed and wounded.
"By the evening of September 5th all danger of a simultaneous attack on our front and left flank had disappeared. The removal of our artillery, transport, and baggage trains was effected in the face of immense difficulties, but was successfully concluded. Our retirement on Mukden on September 7th was covered by a strong rear-guard of cavalry. We abandoned nothing from August 30th up to the time of our arrival at Mukden. Our engineers worked with the greatest devotion throughout all the fighting. They rendered invaluable services during the retirement, making and repairing roads and assisting the railway traffic.
"THE RUSSIANS' LOSSES.
A subsequent telegram from General Kuropatkin to the Tsar estimates the Russian losses from August 28th to September 5th at 4,000 killed and 12,000 wounded.

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LONG-CONTINUED LIVER COMPLAINT.
CURED BY BILE BEANS.
When the irrigating works are out of order the land may become so parched that no crops will grow and men and animals will die for want of nourishment. When your liver and digestive organs are not working properly your body becomes eaten up with disease and famine, and the best way to prevent this misfortune is to resort to Chas. Ford's Bile Beans, which make the blood flow rich to nourish and irrigate the whole body.
Bile Beans stimulate digestion and prevent liver complaint, impurity and poverty of the blood, indigestion, constipation, kidney disease, piles, skin eruptions, and rheumatism. If you are broken down with any of these ailments Chas. Ford's Bile Beans will cure you without fail, as they are doing for many thousands of persons every day. Mrs. Emily Sophia Clarke, of Ipswich Street, Stowmarket, Suffolk, England, recently made the following statement:—
"She says:—I had suffered from my liver for twenty years and gradually got worse until I completely broke down. The liver disorder destroyed my digestion and everything I ate turned sour on my stomach. I had also a constant aching in my back. I used to get up in the morning feeling heavy, weak and tired. I should have been so done up as to be compelled to lie down and rest. The pains in the side and the sensations of heaviness were most troublesome. I attended the Royal Free Hospital in London for some time and tried all kinds of remedies, but I got no better. I read one day of a case similar to mine which Bile Beans had cured and I decided to try them. The result of persevering with their use was that I soon began to pick up. After having had a few bottles I felt I was on the highway to recovery, and I am glad to say they have now cured me completely. I can now get up in the morning feeling well and strong, can enjoy my breakfast, and can do my work without effort. This means a lot, as you will understand when I tell you that I am working from 7 in the morning till 11 at night. Indeed I feel better and stronger now than ever I did before. This I owe to Bile Beans."
Charles Ford's Bile Beans for Bile Beans are a cure for indigestion, anorexia, weakness, female ailments, heat, fatigue, neuralgia, lumbago, rheumatism, debility, palpitation, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, skin eruptions, and all ailments having a common origin in impurity of blood, a general congestion of the system and loss of vital force.
Of all Chemists and medicine vendors. Price 75 cents (Mex.) per bottle. [2010-10]

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Hongkong, 4th October, 1903.

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ONCE SMOKED ALWAYS SMOKED.
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FINEST EGYPTIAN CIGARETTES.
TRADE MARK.

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Large Size \$5.00 per 100
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Large Size \$4.50 per 100
Medium Size \$4.20

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Large Size \$3.00 per 100
Medium \$2.75 per 100

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1815] KRUSE & CO., CONNAUGHT HOUSE.

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LARGE STOCK OF LIGHT RAILWAY MATERIAL.
Hongkong, 1st October, 1904. [233]

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JAPAN COALS.
MITSUI BUSSAN KAISHA (MITSUI & CO.)
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LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

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SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanda, Fujimoto, Mameda, Mannoura, Onoura Otsuji, Sasaharu Teubakuro, Yoshitani, Yoshio, Yonekura, and other Coals.
S. MINAMI, Manager, Hongkong.

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ROWLAND'S KALYDOR FOR THE SKIN
Produces soft, fair, delicate skin, heals all cutaneous eruptions, and insures a lovely delicate complexion to all who use it.
2/6, 4/6, of Stores and Chemists.

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FOR THE PRIVATE CUPBOARD IN TINS OF 40 GRS. AT \$2.10 PER TIN.
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Number of Testimonials from Authorities as well as from Private Customers.
LUTGENS, EINSMANN & CO.
Sole Agents for China.
Hongkong, 19th July, 1904. [161]

SHIPPING.

VESSELS ADVERTISED AS LOADING.

ARRIVALS.	
HONGKONG, British str., 1,356, Wilde, 19th October.—Wahua and Chikiang 15th Oct., General.—Jardine, Matheson & Co.	
KUM-ANG, British str., 2,077, E. J. Buller, 19th October.—Calcutta and Singapore 13th October, General.—Jardine, Matheson & Co.	
NUMANTIA, German str., 4,384, Brehmer, 19th October.—Mol 14th Oct., Coal.—Portland and Atlantic Steamship Co.	
SAIGON, German str., 998, Rehvaldt, 19th Oct., Bangkok (Kolschlag) 12th Oct., Kien-Melchers & Co.	
SIMONGAN, Dutch str., 1,202, J. T. van Tol, 19th Oct.—Samarang 7th October, Sugar.—Chinese.	
TYR, Norwegian str., 1,718, D. L. Danielsen, 19th October.—Canton 18th Oct., Coal.—Sander, Wieler & Co.	
CLEARANCES.	
AT THE HARBOUR MASTER'S OFFICE.	
19th October.	
Shahada, British str., for Swatow.	
Thales, British str., for Swatow.	
Tyr, Norwegian str., for Hongkong.	
DEPARTURES.	
19th October.	
HOURBON, French str., for Saigon.	
CHOWTAY, German str., for Swatow.	
EMPEROR OF CHINA, British str., for Vancouver.	
HONGKONG, French str., for Haiphong.	
HONOROH, British str., for Amoy.	
JACOB DIERCKHOF, Ger. str., for Pakhoi.	
KWONGSANG, British str., for Swatow.	
MAZAGON, British str., for Kobe.	
POVIDENCK, Norwegian str., for Swatow.	
PUNDA, British str., for Hongkong.	
SIGNAL, German str., for Haiphong.	
STETTIN, British str., for Singapore.	
SUKVIA, German str., for Hamburg.	
VESSELS IN DOCK.	
19th October.	
ARRIVED DOCK.—U. S. S. Pathfinder, Lika, Agassiz, U. S. S. Decatur, U. S. S. Rathbone, U. S. S. Bainbridge, U. S. S. Chambliss, H. I. G. M. S. Hana, Sika, Yatsing, Teinan, COSMOPOLITAN DOCK.—Lilia.	

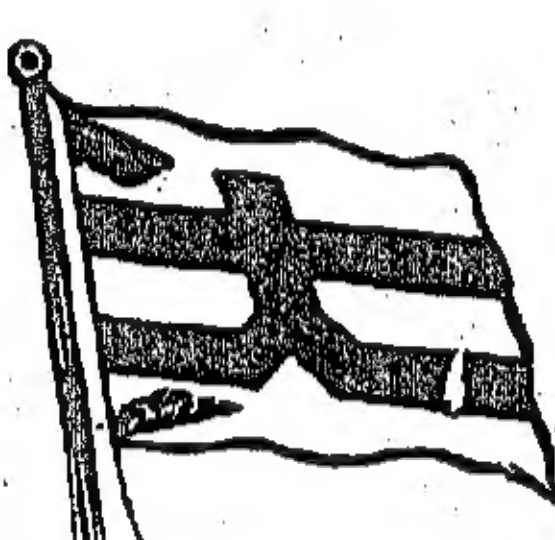
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THE Company's Steamship	
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Captain Berberovich, will leave for the above ports on MONDAY, the 21st inst., 4 P.M.	
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Hongkong, 14th October, 1904.	
DOUGLAS STEAMSHIP COMPANY, LIMITED.	
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THE Company's Steamship	
"HAILONG."	
Captain Mattson, will be despatched for the above ports on SATURDAY, the 22nd inst., at 2 P.M.	
For Freight or Passage, apply to DOUGLAS LARSEN & CO., General Managers.	
Hongkong, 19th October, 1904.	
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.	
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THE Steamship	
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Captain Parker, will be despatched for the above port on SATURDAY, the 22nd inst.	
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Hongkong, 15th September, 1904.	
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Captain A. Lee, will be despatched as above on TUESDAY, the 25th inst., at DAYLIGHT.	
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Hongkong, 17th October, 1904.	
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1st Class ... \$3.00 for Single journey	
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Meals ... 1.00 each.	
The steamer's wharf is at the Western end of Wing Lok Street.	
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Hongkong, 27th February, 1904.	

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	MALTA	Brit. str.	R. A. Peters	P. & O. S. N. Co.	22nd inst., Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	MALACCA	Brit. str.	A. F. Street	P. & O. S. N. Co.	About 23rd inst.
LONDON, AMSTERDAM & ANTWERP	PINGSUEY	Brit. str.	A. F. Street	BUTTERFIELD & SWIRE	22nd inst.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	T. G. Steeves	BUTTERFIELD & SWIRE	22nd inst.
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	A. Lee	NIPPON YUSEN KAISHA	25th inst., D'light.
MARSEILLES & LONDON, via S'PORT, &c.	BAROTSE	Brit. str.	P. von Binzer	MELCHERS & CO.	25th inst., Noon.
BREMEN, via PORTS OF CALL	ZIETEN	Ger. str.	Schulke	HAMBURG-AMERIKA LINE	1st Nov.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINE	15th Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINE	19th Nov.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Jaburg	HAMBURG-AMERIKA LINE	23rd Dec.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	Forst	HAMBURG-AMERIKA LINE	27th Dec.
TRIESTE, &c., via SINGAPORE, &c.	ARMENIA	Ger. str.	Mistrorigo	SANDER, WIELER & CO.	23rd inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	Williams	BUTTERFIELD & SWIRE	To-day.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	Parker	BUTTERFIELD & SWIRE	22nd Nov.
NEW YORK, via SUEZ CANAL	CLAYBURN	Brit. str.	Parker	STANDARD OIL CO.	22nd inst.
NEW YORK, via PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	Parker	STANDARD OIL CO.	About 12th Nov.
NEW YORK, via PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	F. N. Evans	DODWELL & CO., LD.	About 25th Nov.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	2nd Nov.
VANCOUVER, via SHANGHAI, &c.	E. OF INDIA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	16th Nov.
VICTORIA (B.C.) & TACOMA via JAPAN.	LYRA	Brit. str.	Brehmer	DODWELL & CO., LIMITED	23rd inst.
VICTORIA (B.C.) & SEATTLE via N'SAKI, &c.	YANTZEN	Brit. str.	A. E. Moses	BUTTERFIELD & SWIRE	1st Nov.
PORTLAND, OREGON	NUMANTIA	Brit. str.	L. Dawson	PORTLAND & ASIATIC CO.	27th inst.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	P. T. Helms	NIPPON YUSEN KAISHA	To-morrow, 4 P.M.
AUSTRALIAN PORTS	TAITAN	Brit. str.	P. T. Helms	BUTTERFIELD & SWIRE	27th inst.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	P. T. Helms	GIBB, LIVINGSTON & CO.	16th Nov., Noon.
SHANGHAI, YOKOHAMA & KOBE	M. VALERIE	Ans. str.	Berberovich	SANDER, WIELER & CO.	To-morrow, P.M.
SHANGHAI, MOJI & KOBE	SMILIA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	About 21st inst.
SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.	F. R. Summers	GIBB, LIVINGSTON & CO.	22nd inst., Noon.
SHANGHAI	BANCA	Brit. str.	F. B. Fergusson	P. & O. S. N. Co.	About 25th inst.
AMOI & MANILA	WOOSUNG	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	23rd inst.
FOOCHOW, via SWATOW & AMOI	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	23rd inst., 10 A.M.
TAMUL, via SWATOW & AMOI	TRIUMPH	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	23rd inst., D'light.
SWATOW, AMOI & FOOCHOW	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	3rd inst., D'light.
SWATOW, CHEFOO & TIEN-TSIN	HALONG	Brit. str.	Mattson	DOUGLAS LARSEN & CO.	22nd inst., 3 P.M.
MANILA	KANSU	Brit. str.	G. S. Weigall	BUTTERFIELD & SWIRE	27th inst.
MANILA	LOONGSANG	Brit. str.	G. S. Weigall	JARDINE, MATHESON & CO.	To-morrow, 4 P.M.
MANILA DIRECT	TEAN	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	25th inst., 10 A.M.
CEBU & ILOILO	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	25th inst., 10 A.M.
SINGAPORE, PENANG & CALCUTTA	KUPANG	Brit. str.	Buller	BUTTERFIELD & SWIRE	25th inst., 3 P.M.

NIPPON YUSEN KAISHA.	
AUSTRALIAN LINE.	
FOR SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.	
THE Company's Steamship	
"YAWATA MARU."	
Captain A. E. Moses, will be despatched as above on FRIDAY, the 21st inst., at 4 P.M.	
This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.	
For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.	
A. S. MIHARA, Manager.	
Hongkong, 1st October, 1904.	

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.	
STEAM FOR	
FIUME AND TRIESTE (DIRECT).	
Calling at SINGAPORE, PENANG, ADEN, CALCUTTA, COLOMBO, AMOY, SUEZ AND PORT SAID.	
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRATIC PORTS).	
THE Company's Steamship	
"TRIESTE."	
Captain Mistrorigo, will be despatched as above on SATURDAY, the 29th inst., P.M.	
For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.	
Princes' Buildings.	
Hongkong, 4th October, 1904.	
STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.	
THE Steamship	
"KENNEBEC"	
will be despatched as above on or about the 12th November.	
For Freight or further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.	
Hongkong, 14th October, 1904.	
REGULAR STEAMSHIP SERVICE TO NEW YORK.	
Via PORTS AND SUEZ CANAL.	
PROPOSED SAILINGS FROM HONGKONG.	
"ST. HUGO" ... 25th Nov.	
For Freight and further information, apply to DODWELL & CO., LD., Agents.	
Hongkong, 8th August, 1904.	
HONGKONG-MACAO LINE.	
S.S. "WING CHAI."	
Captain T. A. Lee, M.A., will be despatched from Hongkong, on Week Days, at 7.30 A.M., and on Sundays, at 8.50 A.M., D-parts from Macao on Week Days about 2 P.M. and on Sundays at 6.30 P.M.	
FARES—(week days) 1st Class (including cabin and servant), single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.	
Every Sunday will be on Excursion, at the following rates:	
1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Storage 10 cents.	
Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.	
On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.	
First Class Passengers who do not care to return on the Frigate on Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.	
The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.	
MING ON & CO., 2nd Floor, 16, Victoria Street.	
Hongkong, 7th October, 1904.	



OSAKA SHOSHEN KAISHA	
REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.	
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	
FOR	LEAVING
TAMUL, via SWATOW	"TRIUMPH" SUNDAY, 23rd Oct., at Daylight.
FOOCHOW, via SWATOW	"TRIUMPH" WEDNESDAY, 26th Oct., at Daylight.
TAMUL, via SWATOW	"M. STRUVE" SUNDAY, 23rd Oct., at Daylight.
AMOI	"M. STRUVE" SUNDAY, 23rd Oct., at Daylight.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.	
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.	
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.	
SAFETY. SPEED. PUNCTUALITY.	
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.	
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.	
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	
R.M.S. "TARTAR" ... 4,425 Tons.	WEDNESDAY, 2nd Nov.
R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons.	WEDNESDAY, 14th Nov.
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons.	WEDNESDAY, 14th Dec.
R.M.S. "ATHENIAN" ... 8,882 Tons.	WEDNESDAY, 28th Dec.
R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons.	WEDNESDAY, 11th Jan.
R.M.S. to London, 1st Class ... via St. Lawrence 200 ... via New York 262.	
Intermediate on Steamers, ... 240. ... 242.	
1st Class Rail ...	

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.	
Passengers Booked through to all principal points and AROUND THE WORLD.	
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.	
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK Acting General Agent, 9, Paddar Street.	

PORTLAND & ASIATIC STEAMSHIP CO.	
PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND SEA OF JAPAN, MON, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.	
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.	
STEAMSHIP	TONS.
"NUMANTIA" ... 4,370	Brehmer
"ARABIA" ... 4,488	Bahle
"ARAGONIA" ... 5,198	Schuldt
"NICOMEDIA" ... 4,370	Wagner
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to	
ALLAN CAMFRON, GENERAL AGENT.	
Hongkong, 14th October, 1904.	



HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.	
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.	
STEAMSHIP	TONS.
RUBI ... 2,540	R. W. Almond
ZAFIRO ... 2,540	R. Rodger
Amoy & Manila. Manila direct.	
Sat., 22nd Oct., 10 A.M.	
Sat., 23rd Oct., 10 A.M.	
For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.	
Hongkong, 18th October, 1904.	

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.	
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.	
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.	
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.	
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	
STEAMERS.	SAILING DATES.
1904	
ZIETEN ...	WEDNESDAY ... 26th October
PRINZESS ALICE ...	WEDNESDAY ... 8th November
PRINZ HEINRICH ...	WEDNESDAY ... 16th November
PRINZ REGENT LUITPOLD ...	WEDNESDAY ... 23rd November
PREUSSEN ...	WEDNESDAY ... 7th December
PRINZ EITEL FRIEDRICH ...	WEDNESDAY ... 21st December
SEYDLITZ ...	WEDNESDAY ... 4th January 1905
GNEISENAU ...	WEDNESDAY ... 18th January
BAYERN ...	WEDNESDAY ... 1st February
ZIETEN ...	WEDNESDAY ... 15th February
SACHSEN ...	WEDNESDAY ... 1st March
PRINZESS ALICE ...	WEDNESDAY ... 15th March
PRINZ REGENT LUITPOLD ...	WEDNESDAY ... 29th March
PREUSSEN ...	WEDNESDAY ... 12th April
PRINZ EITEL FRIEDRICH ...	WEDNESDAY ... 26th April

ON WEDNESDAY, the 26th day of OCTOBER, 1904, at Noon, the Steamship "ZIETEN," Captain F. von Binzer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 24th October. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 25th October, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 25th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDE

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 21st October.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 27th October.
GLASGOW and LIVERPOOL	"YANGTZE"	On 29th October.
GLASGOW and LIVERPOOL	"DARGANUS"	On 5th November.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 11th November.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 8th November.
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.

TRANS-PACIFIC SERVICE.
STEAMERS TO SAIL
FOR VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, VIA
NAGASAKI, KOBE & YOKOHAMA.
For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[10-11]
Hongkong, 8th October, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 25th October.
SWATOW, CHEFOO and TIENTSIN	"KAIFONG"	On 27th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KAN SU"	On 27th October.
SHANGHAI	"WOSUNG"	On 29th October.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[12]
Hongkong, 20th October, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 21st Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 25th Oct., 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
‡ For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.
[188]
Hongkong, 18th October, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.
[2030]
Hongkong, 27th September, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.
The Steamship
"EMPIRE."
Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 16th November, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
[2472]
Hongkong, 18th October, 1904.

NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE POINTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
851 Tons, Captain J. McGinty, will leave for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904. [2]

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SLAVONIA."
Captain Madsen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 13th inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 13th October, 1904. [2445]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA."
FROM TACOMA, SEATTLE, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LD.,
Agents.
Hongkong, 16th October, 1904. [7]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.
For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chester Road.
A. S. MIHARA,
Manager.
Hongkong, 20th May, 1904. [226]

AMOEY ENGINEERING CO., LD. AMOEY

CALL FLAG E.


REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. [150]

ON SALE.

THE PROVINCE OF SHANTUNG.

ITS TRADE, POPULATION AND FUTURE PROSPECTS.
BY M. O'S
Reprinted from the "HONGKONG DAILY PRESS."
Price, 50 cents Cash, Messrs. Kelly & Walsh or Daily Press Office.
Hongkong, 31st January, 1900.

FOR NERVOUS EXHAUSTION



CHAPOTEAUT'S
Phospho Glycerate of Lime
For Nervous Troubles in Adults and Children
SOLD IN
Capsules, in Syrup, and in Wine
Increases vital energy and nerve force. Full instructions with each bottle.
CHAPOTEAUT-PARIS, FRANCE
2459-4

MARTIN'S

APIOL & STEEL PILLS
(For Ladies)
A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a timely dose may be administered. These pills will cure them without the least inconvenience. They are sold in all the principal Pharmacies and Druggists.
MARTIN, CHAMBERLAIN & CO., LTD.
General Agents for Hongkong and Shanghai.
[76]

MEN-OF-WAR OF THE CHINA AND JAPAN STATION.

AUSTRO-HUNGARIAN.

Aspern, cruiser, 2437 tons, 20 guns, 7300 h.p.
Capt. Friedrich Grinzenberger, Hongkong.
Kaiserin Elisabeth, cruiser, 4000 tons, 29 guns, 8000 h.p., Captain Mirl, Japan.
FRENCH.
Acheron, armoured gunboat, 1796 tons, 10 guns, 1700 h.p., Lieut. Ferret, Saigon.
Alouette, gunboat, 300 tons, 7 guns, 400 h.p., Lieut. A. Varney, Saigon.
Argus, gunboat, 123 tons, — guns, 500 h.p., Lieut. Joannet, Canton.
Aspie, gunboat, 475 tons, 3 guns, 450 h.p., Lieut. Melart, Saigon.
Avalanche, gunboat, 140 tons, 5 guns, 150 h.p., Haiphong.
Batonnet, gunboat, Lieut. Lefevre, Saigon.
Bengali, gunboat, 590 tons, 6 guns, 400 h.p., Lieut. M. du Viguer, Toulon.
Carnade, gunboat, Lieut. Hua, Saigon.
Casse-tete, gunboat, 140 tons, 5 guns, 150 h.p., Saigon.
Chateaufort, cruiser (flagship), 3018 tons, 18 guns, 17,000 h.p., Captain A. M. Poidou, Saigon.
Cometo, gunboat, 525 tons, 4 guns, 438 h.p., Comdr. Loual, Haiphong.
D'Assas, cruiser, 4000 tons, 31 guns, 9500 h.p., Saigon.
Decidie, gunboat, 645 tons, 10 guns, 1,099 h.p., Lieut. Comdr. L'Ecot, Shanghai.
Estoc, gunboat, — tons, — guns, — h.p., Lieut. J. de la Roche, Haiphong.
Fronde, destroyer, 350 tons, 7 guns, 303 h.p., Lieut. J. de la Roche, Haiphong.
Guedon, cruiser, 3976 tons, 36 guns, 29,290 h.p., Captain Goudot, Saigon.
Henri Riviere, gunboat, — tons, — guns, — h.p., Lieut. Blaise, Haiphong.
Jacquin, gunboat, Lieut. Courcier, Haiphong.
Javeline, destroyer, 307 tons, 7 guns, 301 h.p., Lieut. Comdr. Beaussant, Hongkong.
Kersaint, gunboat, 1250 tons, 6 guns, 2200 h.p., Comdr. L. Gollard, Shanghai.
Montcalm, cruiser (Vice-Admiral's flagship), 9700 tons, 12 guns, 19,600 h.p., Capt. Cros, Hongkong.
Mousquet, destroyer, Lieut. Prat, Hongkong.
Oly, gunboat, — tons, — guns, — h.p., Lieut. Audemar, Yangtze.
Paschal, cruiser, 4015 tons, 27 guns, 8500 h.p., Comdr. Chevalier, Haiphong.
Pello, gunboat, Lieut. Laviesche, Tongku.
Pestel, destroyer, Lieut. de Reimont-Werth, Hongkong.
Redoubtable, cruiser, 9437 tons, 8 guns, 6071 h.p., Comdr. C. P. M. Poidou, Saigon.
Sizy, cruiser, 1796 tons, 10 guns, 1700 h.p., Comdr. T. de la Roche, Saigon.
Sully, cruiser, 10,014 tons, 38 guns, 21,000 h.p., Captain Guiberteau, Hoihow.
Surprise, gunboat, 63 tons, 2 guns, 900 h.p., Lieut. Roque, Shanghai.
Takiang, gunboat, — tons, — guns, — h.p., Lieut. —, Yangtze.
Takou, destroyer, Lieut. Gaillard, Saigon.
Vauban, cruiser, (reserve) 6150 tons, 23 guns, 4500 h.p., Lieut. Ralye, Saigon.
Vigilante, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Carol, Canton.
GERMAN.
Bussard, cruiser, 1857 tons, 15 guns, 2900 h.p., Comdr. Haas, —.
Fatland, cruiser, — tons, — guns, — h.p., Captain von Buslow, Shanghai.
Furst Bismarck, (flagship), 11,000 tons, 36 guns, 14,000 h.p., Captain Frow, Shanghai.
Geier, cruiser, 1776 tons, 15 guns, 2960 h.p., Comdr. von Stauditz, Shanghai.
Hansa, cruiser, 6230 tons, 34 guns, 10,000 h.p., Captain Weber, Hongkong.
Hertha, cruiser, 6500 tons, 37 guns, 10,000 h.p., Capt. Baron Schimmelfennig, Tsingtau.
Itis, gunboat, 1,400 tons, 10 guns, 1300 h.p., Comdr. Baron von M. Hüllessem, Canton.
Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Wilbrandt, Shanghai.
Luchs, gunboat, 850 tons, 10 guns, 1344 h.p., Commander Kroucke, Shanghai.
Mowe, gunboat, 1009 tons, 8 guns, 875 h.p., Commander von Grambow, Manila.
Seander, cruiser, 1640 tons, 15 guns, 800 h.p., Commander Zentis, Tsingtau.
Thetis, cruiser, 2630 tons, 24 guns, 8000 h.p., Captain Voit, Shanghai.
Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Deimling, Amoy.
Titanis, cruiser, Captain Schake, Hongkong.
Tingtau, gunboat, 170 tons, 5 guns, 1800 h.p., Commander Giesler, Canton.
Vorwarts, gunboat, — tons, 3 guns, 500 h.p., Lieut. Scharf, Shanghai.
ITALIAN.
Elba, cruiser, 2300 tons, 10 guns, 7471 h.p., Captain Borea Ricci, Haiphong.
Marco Polo, cruiser, 3800 tons, — guns, — h.p., Captain Presbitero, Shanghai.
Puglia, cruiser, 2498 tons, 29 guns, 7000 h.p., Captain Pesetto, Chemulpo.
PORTUGUESE.
Adamastor, cruiser, 1960 tons, 14 guns, 4000 h.p., Captain d'Almeida Ribeiro, Shanghai.
Diu, gunboat, 720 tons, 6 guns, 700 h.p., Capt. Continho, Macao.
Vasco de Gama, cruiser, 3020 tons, 20 guns, 6000 h.p., Capt. Manuel Vasco de Carvalho, Shanghai.
RUSSIAN.
Amour, cruiser, 2600 tons, 5 guns, 4700 h.p., Commander Gramatchikoff, Port Arthur.
Askold, cruiser, 6000 tons, 27 guns, 24,000 h.p., Captain Reitzschstein, Shanghai.
Bayan, cruiser, 7800 tons, 10 guns, 16,500 h.p., Captain —, Port Arthur.
Bogatyr, cruiser, 6640 tons, 12 guns, 19,500 h.p., Captain —, Port Arthur.
Boyarin, cruiser, 3200 tons, 19 guns, 18,000 h.p., Commander Sarutcheff, Port Arthur.
Diana, cruiser, 6731 tons, 6 guns, 8700 h.p., Captain —, Saigon.
Dijet, gunboat, 1456 tons, 3 guns, 1700 h.p., Captain Nasarowsky, Port Arthur.
Gaidamak, gunboat, 510 tons, 9 guns, 3500 h.p., Commander Yorieff, Port Arthur.
Gremistshy, gunboat, 1490 tons, 6 guns, 2000 h.p., Commander Zagarsky, —.
Gromobol, cruiser, 12,364 tons, 44 guns, 14,509 h.p., Captain Jesso, Vladivostok.
Guiliak, gunboat, 1000 tons, 3 guns, 1000 h.p., Commander Shamoff, —.
Mandjour, gunboat, 1224 tons, 7 guns, 1470 h.p., Commander Crow, Shanghai.
Otravay, gunboat, 1490 tons, 6 guns, 2000 h.p., Commander Vasiliev, Port Arthur.
Pallada, cruiser, 6630 tons, 34 guns, 11,010 h.p., Captain Kossowitch, Port Arthur.
Peresviet, battleship, 12,674 tons, 60 guns, 14,500 h.p., Captain Koroleff, Port Arthur.
Pobeda, battleship, 12,674 tons, 60 guns, 14,500 h.p., Captain Zaitseff, Port Arthur.
Pollava, battleship, 10,990 tons, 50 guns, 10,990 h.p., Captain Ozeroff, Port Arthur.
Rasbolski, cruiser, (training ship), 1394 tons, 10 guns, 1788 h.p., Commander Liven, Port Arthur.
Retvizan, battleship, 12,002 tons, 62 guns, 16,000 h.p., Captain —, —.
Rossia, protected cruiser, 12,000 tons, 68 guns, 17,000 h.p., Captain Sepelrenipoff, Vladivostok.
Sevastopol, battleship, 10,960 tons, 50 guns, 10,960 h.p., Captain Serobronnikoff, Port Arthur.
Siwontch, gunboat, 950 tons, 2 guns, 1125 h.p., Lieut. Comdr. Ivanoff, Port Arthur.

SHIPPING IN PORT.

STEAMERS.
ACHILLES, British str., 4,483, O. P. Williams, 18th Oct., Shanghai 15th Oct., General.—Butterfield & Swire.
AGINCOURT, British str., 2,876, H. T. Worsnop, Hainan Island 1st Oct., Gilman & Co.
AMARA, British str., 1,568, C. J. Matlock, 17th Oct., —, Moji 18th Oct., Coal.—Jardine, Matheson & Co.
BINA, French str., 953, Ribault, 15th Oct., —, Saigon 29th Sept., Sugar.—Jardine, Matheson & Co.
CHOWFA, German str., 1,055, F. Spiess, 17th Oct., —, Bangkok 5th Oct., Rice.—Butterfield & Swire.
DAGMAR, German str., 921, C. Wolff, 18th Oct., —, Bangkok 11th Oct., Rice.—Butterfield & Swire.
DECIM, German str., 794, Schlaikier, 14th Oct., —, Saigon 1st Oct., General.—Sander, Wieler & Co.
EDENHALL, British str., 772, Moss, 17th Oct., —, Singapore 27th Sept. and Saigon 10th Oct., Rice and General.—Master.
EIG, Norwegian str., 708, Christophersen, 30th Sept., —, Hilo 26th September, General.—Sander, Wieler & Co.
FAUSANG, British str., 1,410, E. Cox, 12th Oct., —, Surabaya 4th Oct., Sugar.—Jardine, Matheson & Co.
FOREST DALE, British str., 2,281, H. Neall, 18th Oct., —, Moji 12th Oct., Co.—Bradley & Co.
HAILONG, British str., 783, C. A. Matton, 17th Oct., —, Hainan Island 15th Oct., General.—Douglas Lapraik & Co.
KAMPOT, French str., 900, Nons, 30th Aug., —, Newchwang 25th Aug., General.—Bradley & Co.
KARIN, Swedish str., 697, G. Petterson, 7th Oct., —, Saigon 1st Oct., Rice.—Sander, Wieler & Co.
KEONGWAI, German str., 1,115, W. Moller, 14th Oct., —, Bangkok 1st Oct., Rice and Meal.—Butterfield & Swire.
LILIA, British str., 1,334, E. Morris, 28th Sept., —, Saigon 23rd Sept., General.—Chinsee.
LOONGSANG, British str., 1,082, G. S. Wale, 17th Oct., —, Manila 14th Oct., General.—Jardine, Matheson & Co.
LOOSOR, German str., 1,020, Schultzen, 18th Oct., —, Swatow 17th Oct., Rice.—Butterfield & Swire.
MARIA VALENTIA, Austrian str., 2,643, Berberovich, 18th Oct., —, Trieste and Singapore 13th October, French Mails and General.—Sander, Wieler & Co.
PAKAT, German str., 1,018, Demas, 5th Oct., —, Bangkok 28th Sept., Rice and Wood.—Butterfield & Swire.
PETCHABURI, German str., 1,373, G. Hillmann, 18th Oct., —, Bangkok and Kohsiang 11th Oct., Rice and Wood.—Butterfield & Swire.
RUZI, British str., 1,611, R. W. Almond, 17th Oct., —, Manila 15th October, General.—Shewan, Tomes & Co.
SHARZADA, British str., 1,233, G. C. Martin, 14th Oct., —, Saigon 8th Oct., Rice.—Chinsee.

BRITISH WARSHIPS.

ALACRITY, British despatch boat, 1,700, Comdr. R. M. Harbord.
CHERUB, water tank and tug.
ESPIEGLE, British gunboat, 1,070, Ernest G. Barton.
HANDY, torpedo boat destroyer, Lieut. E. H. Jellicoe.
TAKU, torpedo boat destroyer.
TASAR, receiving ship, Commodore C. G. Dickson.
VENGEANCE, battleship, 12,950, Capt. Stuart, C.M.G.
VIRAGO, torpedo boat destroyer, Foreign Warships.
BAINBRIDGE, U.S. torpedo boat, Lieut. Saxon.
BARBY, U.S. torpedo boat, Lieut. Irwin.
CALLAO, U.S. gunboat, 235, Lieut. Dismaker.
CHATEAU, U.S. torpedo boat, Lieut. Jessop.
DECAEUR, U.S. torpedo boat, Lieut. Knox.
FRONDE, French torpedo boat, 360, Lieut. Telenus.
GENERAL ALAYA, American transport, Captain Whitten.
HANNA, German cruiser, 5,900, Capt. Weber.
JAYLINE, French torpedo boat, 360, Baussant.
MONTICALLI, French cruiser (Vice-Admiral's flagship), 10,000, Comdr. —.
MONSIEUR, French torpedo boat, 330, P. de Pissot.
PISCOR, French torpedo boat, 330, de Ralanch-Werth.
TTANIA, German cruiser, Capt. Schenke.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch boat, 1,700 tons, 10 guns, 3,000 h.p., Com. R. M. Harbord, Hongkong.
Albion, battleship, 12,950 tons, 16 guns, Capt. Fremantle, Weihaiwei.
Algeria, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Behring Sea.
Amphitrite, 1st class cruiser, 11,000 tons, 19,000 h.p., Capt. Charles Windham, C.V.O., Weihaiwei.
Andromeda, cruiser, 12,500 tons, Capt. Nelson Ommamney, Weihaiwei.
Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain Lionel G. Tatnell, Singapore.
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. O. M. Malins, Yangtze.
Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Thos. D. Pratt, Weihaiwei.
Centurion, battleship, 10,500 tons, Capt. Fegen, Weihaiwei.
Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, Weihaiwei.
Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Sator, en route Singapore.
Fame, torpedo boat destroyer, 330 tons, 6 guns, 3,700 h.p., Lieut. Comdr. C. Asser, Weihaiwei.
Fearless, gunboat, 443 tons, 12 guns, Comdr. Vaughan Lewis, Shanghai.
Gloria, battleship, 13,850 tons, 16 guns, 15,500 h.p., Captain A. W. Carter, Weihaiwei.
Hasty, torpedo boat destroyer, 280 tons, 6 guns, 4,000 h.p., in reserve.
Hart, torpedo boat destroyer, 260 tons, 6 guns, 4,000 h.p., Weihaiwei.
Humber, storeship, 1,640 tons, Comdr. P. M. Riadore, Weihaiwei.
Iphigenia, 2nd class cruiser, 3,600 tons, Capt. Fawcener, Shanghai.
Janus, torpedo boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lieut. Comdr. J. A. Gregory, Weihaiwei.
Kinsha, river gunboat, 331 tons, Lieut. Comdr. Christopher P. Metcalf, on Yangtze.
Leviathan, cruiser, 14,100 tons, Capt. Hon. W. G. Stopford, Weihaiwei.
Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. F. B. Noble, West River.
Ocean, battleship, 12,950 tons, 16 guns, 15,500 h.p., Captain Grest, C.M.G., Weihaiwei.
Otter, torpedo boat destroyer, 350 tons, in reserve.
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. J. Nicholas, Chemulpo.
Rambler, surveying ship, 583 tons, Comdr. Chas. E. Moura, Labuan.
Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S. Aubyn Wake, Shanghai.
Robin, river gunboat, 35 tons, 2 guns, 240 h.p., Lieut. Comdr. Vaughan, West River.

Proved by experience.

Three-quarters of a century before the Public and constantly growing in appreciation



van Houten's
Cocoa
PURE SOLUBLE
Is to-day The Standard Cocoa of the World. Exquisite in flavor, highly nourishing and refreshing, experience proves it to be
The Best of all Cocos.

POST OFFICE NOTICES.

The *Sinle*, with the English mail of the 23rd ult, left Singapore on Sunday, the 16th inst, at noon, and may be expected here to-morrow. This packet brings replies to letters despatched from Hongkong on the 23rd August.

The *Korea*, with the American mail, leaves Manila on Friday, the 21st inst, at noon, and may be expected here on or about Sunday, the 23rd inst.

MAILS WILL CLOSE

FOR	PER	DATE
Macao	Wingchui	Thursday, 20th, 7.00 A.M.
Canton	Honcho	Thursday, 20th, 7.30 A.M.
Singapore	Achilles	Thursday, 20th, 9.00 A.M.
Bangkok	Kongkai	Thursday, 20th, 9.00 A.M.
Macao	Hongkong	Thursday, 20th, 1.15 P.M.
Kobe	Fusuma	Thursday, 20th, 3.00 P.M.
Kongkong and Kumbuk	Takling	Thursday, 20th, 3.00 P.M.
Canton	Kinsan	Thursday, 20th, 5.00 P.M.
Namto	Takling	Thursday, 20th, 5.00 P.M.
Sinhue	Hofu	Thursday, 20th, 5.00 P.M.
Macao	Wingchui	Friday, 21st, 7.00 A.M.
Canton	Honcho	Friday, 21st, 7.30 A.M.
Singapore	Achilles	Friday, 21st, 9.00 A.M.
Bangkok	Kongkai	Friday, 21st, 9.00 A.M.
Macao	Hongkong	Friday, 21st, 1.15 P.M.
Kobe	Fusuma	Friday, 21st, 3.00 P.M.
Kongkong and Kumbuk	Takling	Friday, 21st, 3.00 P.M.
Canton	Kinsan	Friday, 21st, 5.00 P.M.
Namto	Takling	Friday, 21st, 5.00 P.M.
Sinhue	Hofu	Friday, 21st, 5.00 P.M.

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & Shanghai	\$125	\$990, buyers
Nat'l. Bank of China	\$25	\$38, sellers
Bank of China	\$25	\$38, sellers
Bank of Communications	\$25	\$38, sellers
Bank of China	\$25	\$38, sellers
Bank of China	\$25	\$38, sellers
Bank of China	\$25	\$38, sellers
Bank of China	\$25	\$38, sellers
Bank of China	\$25	\$38, sellers
Bank of China	\$25	\$38, sellers

VISITORS AT HOTELS

HONGKONG HOTEL.	PEERLESS HOTEL.
Mr. Bartlett	Mr. A. R. Lewis
Mr. R. H. Beattie	Mr. D. Macdonald
Mr. & Mrs. J. E. Bing	Mr. C. G. Mackie
Mr. & Mrs. J. E. Bing	Mr. C. G. Mackie
Mr. & Mrs. J. E. Bing	Mr. C. G. Mackie
Mr. & Mrs. J. E. Bing	Mr. C. G. Mackie
Mr. & Mrs. J. E. Bing	Mr. C. G. Mackie
Mr. & Mrs. J. E. Bing	Mr. C. G. Mackie
Mr. & Mrs. J. E. Bing	Mr. C. G. Mackie
Mr. & Mrs. J. E. Bing	Mr. C. G. Mackie

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.
S.S. "HONAM," 2,363 tons, Captain R. D. Thomas.
S.S. "POWAN," 2,338 tons, Captain G. E. Morrison, R.N.R.
S.S. "FATSHAN," 2,260 tons, Captain W. A. Valentini.
S.S. "HANKOW," 2,073 tons, Captain B. Branch.
S.S. "KINSHAN," 2,860 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 8.30 p.m. and 10 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.
S.S. "HONGSHAN," 1,988 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 p.m. Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8.00 a.m.

CANTON-MACAO LINE.
S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE INDIA-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 tons, Captain J. Wilcox.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.
18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LD.

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